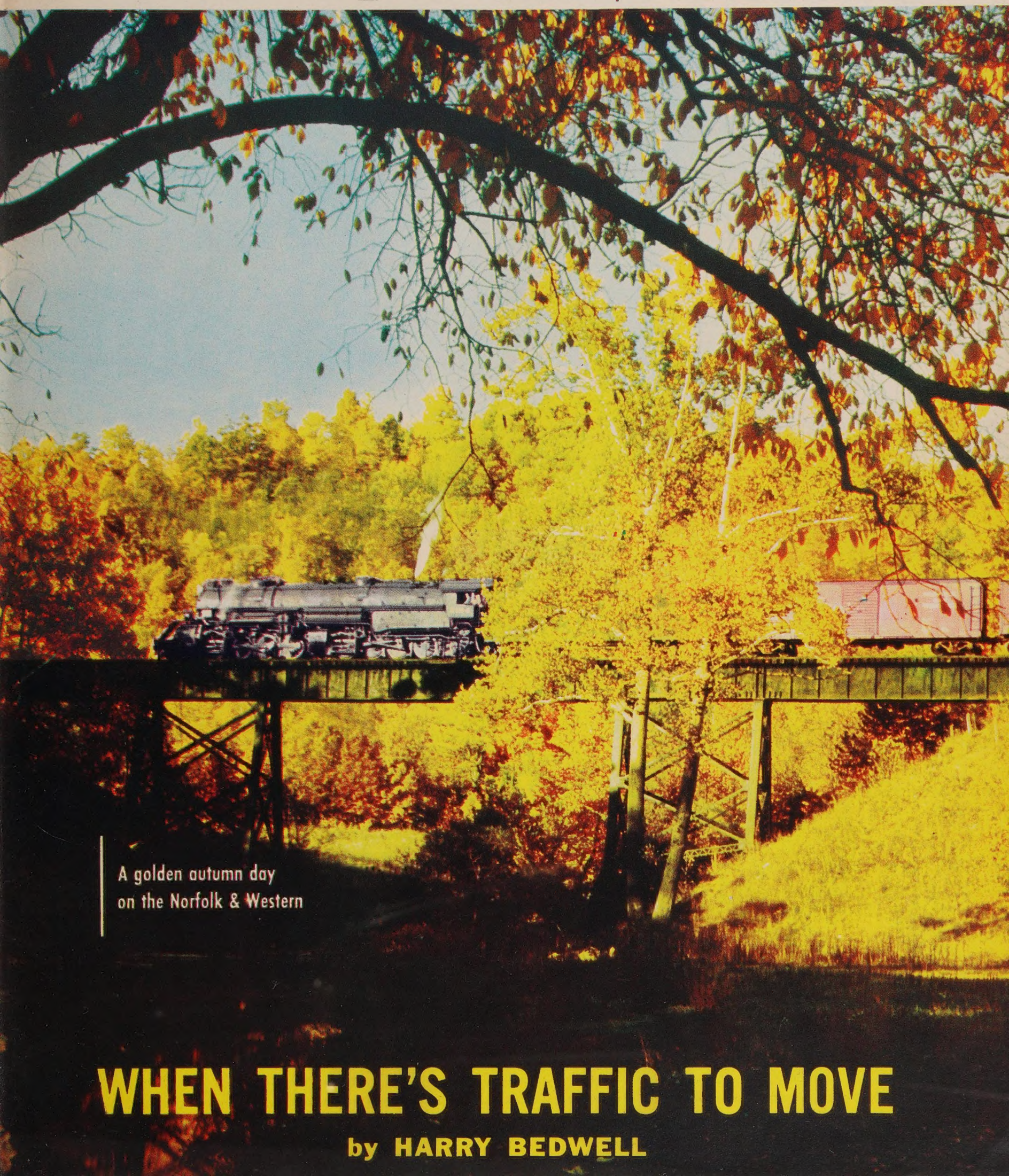
# RAILROAD

MAGAZINE | DECEMBER 50c

1956



A golden autumn day
on the Norfolk & Western

## WHEN THERE'S TRAFFIC TO MOVE

by HARRY BEDWELL

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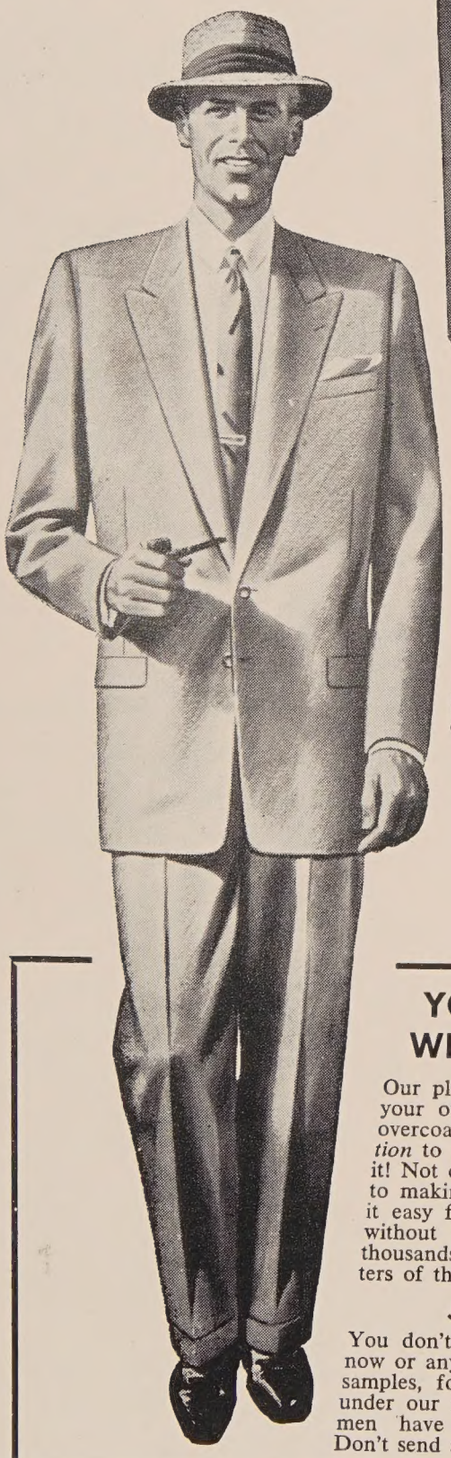
**STONE-FIELD CORP.** 532 S. Throop St., Dept. A-706 Chicago 7, Illinois

In Canada Write: **DOUGLAS TAILORING CO.** Dept. A-706 P.O. Box 398, Montreal



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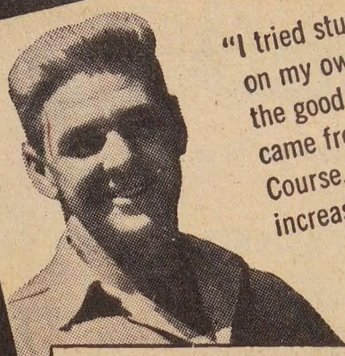
*not at all, scientists say*



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increase your income . . . be your own boss. We'll Help Finance You

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**Without obligation to me,** send booklet and letter giving full details.. Tell me how I may OWN a growing business of my own built upon satisfied customers.

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Address.....

City.....State.....

# RAILROAD

M A G A Z I N E

*The Magazine of Adventurous Railroading—Founded 1906*

VOL. 68, NO. 1 DECEMBER 1956 50 CENTS

***Freeman Hubbard,* EDITOR**

**ASSOCIATE EDITOR:** ***P. C. Graves*** **ART DIRECTOR:** ***Bernard White***

**INFORMATION BOOTH:** ***Barbara Kreimer*** **TRANSIT TOPICS:** ***Steve Maguire***


Front cover: Norfolk & Western colorphoto (see page 6)

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THOMAS HARRAGAN, *Associate Publisher* IRA MOSHIER, *Newsstand Sales Manager*

P. J. GLEASON, *Production Manager* JOSEPH MUCCIGROSSO, *Subscription Manager*

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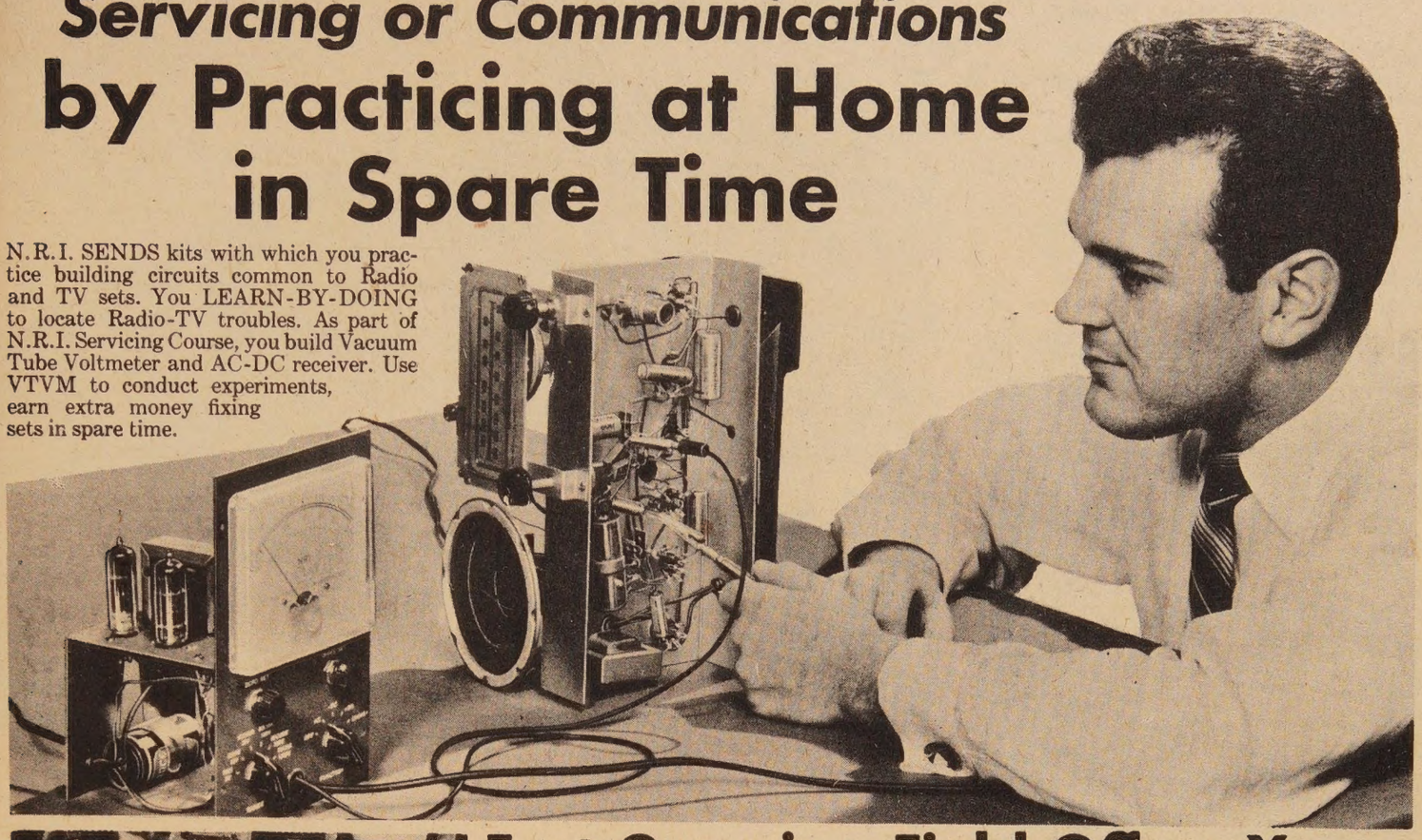
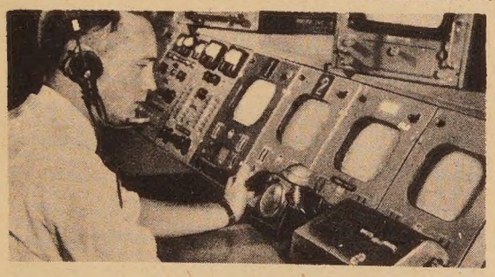
# Learn Radio-Television

## *Servicing or Communications*

## by Practicing at Home in Spare Time

N.R.I. SENDS kits with which you practice building circuits common to Radio and TV sets. You LEARN-BY-DOING to locate Radio-TV troubles. As part of N.R.I. Servicing Course, you build Vacuum Tube Voltmeter and AC-DC receiver. Use VTVM to conduct experiments, earn extra money fixing sets in spare time.





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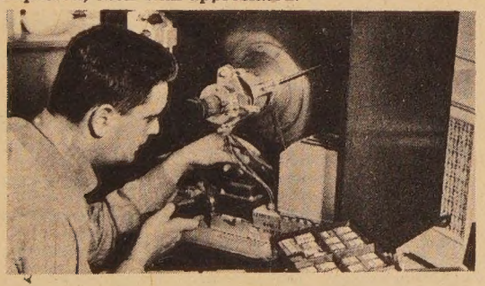

## Fast Growing Field Offers You Good Pay, Success, Bright Future

J. E. SMITH
Founder

Bigger than ever and still growing fast. That's why Radio-TV has special appeal to ambitious men not satisfied with their job and earnings. More than 4,000 Radio and TV stations. More than 150 million home and auto Radios, 40 million TV sets. Color TV promises added opportunities. For the trained man, there are good jobs, bright futures in Radio-TV Servicing or Broadcasting.

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Soon after enrolling, many NRI students start to earn $10, $15 a week in spare time fixing sets. Some pay for their training and enjoy extra luxuries this way. Some make enough to start their own Radio-TV shops. NRI training is *practical*—gets quick results. Easy to understand, well illustrated lessons teach you basic principles. And you LEARN-BY-DOING by practicing with kits of equipment which "bring to life" things you study.

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"There are a number of NRI graduates here. I can thank NRI for this job." JACK WAGNER, Lexington, N. C.

**VETERANS** Approved Under G. I. Bills

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# MAIL CAR

*Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew*

**Donna Dean, Santa Fe engineer's daughter, is so bright that she entered college when she was only sixteen.**

FRONT COVER shows westbound Norfolk & Western freight CV 81 crossing the Clinch River about a mile east of Pounding Mill, Va., with Engineer J. M. Carson and Fireman C. O. Watts in the cab of No. 2184, Class Y-6b. The picture was made by Bryan Beard, N&W master photographer. Because the sun was almost down, he lit up the foreground with a flash bulb. ●

STEAM locomotive 141-R-1158 of the French National Railroads has just completed 621,400 miles (one million kilometers) service without major maintenance or boiler repair. During that time she burned 18,000 tons of fuel and vaporized 180,000 tons of water capable of depositing 50 tons of residue.

French National Railroads, 610 5th Ave., New York

**French loco runs 621,400 miles without major maintenance or boiler repair.**

This record is credited to Louis Armand, now chairman of the FNR board, because in 1946 he developed a method of treating water to be used in steam boilers so as to reduce the damage from caking and corrosion. His method has been applied to over 9,000 French locomotives and has increased their mileage performance 40 percent and cut their fuel consumption 20 percent.

Now consider the American record. "In this country, in good water districts, we have operated steam locomotives as much as a million miles without major repairs, such as firebox removal," says W. N. Keller, executive vice chairman and director of research, Mechanical Division, Association of American Railroads, Chicago, Ill. "Boiler flues were removed more often, because an ICC rule requires a thorough examination of the boiler's interior and its bracing at least once every four years. For this reason, many flues were removed merely to make an inspection." ●

"I CRIED that fall day in 1954 when Daddy came home from the railway yard and blurted out, 'We have just burried Jiggers' " writes Miss Donna Bess Dean, the 17-year-old daughter of a Santa Fe switching engineer, Louis R. Dean, 125 E. Walker St., Marceline, Missouri.

"Jiggers was our little white dog. For eight years he followed me to school and would wait there beside my bicycle or else go home and meet me in the afternoon when school let out. Sometimes he'd visit the yard office to see if Daddy was there. It is a small yard. No. 511, the only switching engine there, works around the clock, changing the way cars, pulling out the bad orders, and making up the locals.

"One day Jiggers was heading back home from the yard office when a fast freight killed him but without mangling the furry little body. Someone notified Daddy. The crew lifted the lifeless dog into the engine cab and brought it as near to our house as they could. Then they buried Jiggers between the grape arbor and the raspberry patch. Daddy is a practical man but his eyes misted when he broke the news, and I wept most of the day."

Donna is proud of her railroad blood. Her father has been railroading since

1929. An uncle, Stuart Dean of Topeka, has charge of the Santa Fe's automatic train control system. Donna made such a fine scholastic record that she jumped from high school junior to University of Chicago freshman in one week, at age 16, under a testing program for advanced students.

Before that, she played the French horn in her school band and was a part-time church organist. She'd like to ride in Daddy's engine cab but probably never will. ●

AN ORDER for April '56 *Railroad* featuring "100 Years of Circus Trains," comes from John Hanley, 202 Canning Highway, South Perth, Western Australia. Says he, "I read about it in an English newspaper." Well, well! News sure gets around. ●

**406** PASSENGER stations on the New York Central's 10,700-mile system are being offered for sale or lease as part of the road's program to cut its huge passenger deficit. This deficit last year totaled $37,788,353. Much is due to the cost of operating passenger terminals, including maintenance and taxes.

The offer includes all NYC passenger stations, large and small, except those on Manhattan Island and those partly owned by some other road. But the Central reserves the right to lease back whatever space it needs, so as not to impair its station service.

Says Robert R. Young, chairman of the board: "The basic vitality of the railroads, which alone enabled them, to date, to preserve any passenger service, cannot much longer withstand the unfair competition of subsidized motor, air, and water carriers. We face the alternative of getting rid of our passenger stations, most of which do not sell enough tickets to pay the cost of the station, or getting rid of the trains. I want to keep the trains."

The Central, the Pennsy, and four other Eastern lines are asking the ICC for boosts of 45 percent in first-class passenger fares and 5 percent in coach fares. Under the proposed rates, sleeping-car accommodations between New York and Chicago would cost $76.50, as compared with $49.61 for a first-class airline ticket, tax included. Present rail fare is $55.25. The plain inference is that these six roads want to price themselves out of the first-class travel field so they can ditch their unprofitable Pullman service! ●

# . . . but the Egyptians knew it ages ago!

POWERS to overcome sickness! Means to escape poverty! Knowledge to bring happiness and peace of mind! Skill and genius to create a civilization which we still copy today! These are only some of the accomplishments of the ancient Egyptians.

Above and beyond these physical achievements was the secret wisdom possessed by the Egyptian mystery schools. In these centers of learning men and women were taught the laws of life and how to master them. With this mastery they were able to shape their destinies as they wished them to be. It takes no greater mental effort to *achieve results* when you know how. Successful living is the oldest art in the world. It consists of developing *initiative, foresight* and the ability to combine experiences into new and workable ideas.

These laws operate as unfailingly as the laws which govern the sun, moon and planets. They were discovered centuries ago by certain wise men of Egypt, and preserved down through the ages by the Rosicrucians.

Time has since crumbled Egypt's walls, but it couldn't destroy this formula for the control of life. In your hands, this knowledge could alter the entire course of your affairs.

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Please send me, without obligation, my copy of *"The Mastery of Life"* which explains how I may receive and use your intelligent and age-old method for attaining mastership of life.

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So, *stop looking* and *start training.* You can learn to be an auto mechanic at home in your spare time—in just a few short months. The CTI Shop-Method Home-Training Plan teaches you to repair engines, transmissions, brakes and the various systems—cooling, electric and lubricating. This plan is so practical that you can do actual repair work soon after you enroll. And in addition, *you can have either Diesel Mechanics or Body & Fender Rebuilding instruction* at no extra cost! So, mail coupon today for valuable free books!

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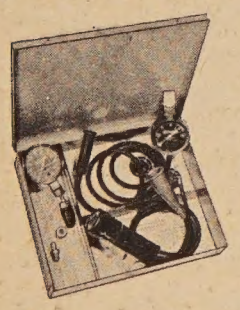

As part of your training, CTI sends you this professional Tune-Up Kit of precision instruments. It includes a Compression Tester, a Vacuum Gauge and Fuel Pump Tester, an Ignition Timing Light, and a portable steel case. With this kit you can quickly locate engine troubles just as an expert mechanic does.

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You also receive this top-quality set of mechanic's tools. These excellent tools will increase your interest, help you get valuable experience and make it possible for you to earn spare time dollars during your training. No extra cost!

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Mail me your big book, "Big Money in Auto Mechanics." Also send Sample Lesson. Both free.

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80 YEARS old and still in active service as a conductor—that is the proud record of Virgil A. Lindsey, who has just completed his 50th year with the Chicago & Eastern Illinois. In honor of the occasion he received a gold-plated ticket punch, a golden anniversary cake, a 50-year pin, and a white pass for free travel on all C&EI trains. (The last-named privilege is usually reserved for top executives.) A slice of the cake was given to each passenger that day in the dining car of Lindsay's train, the *Humming Bird.*

Mr. Lindsay began railroading in 1903 and hired out to the C&EI in 1906, the year *Railroad Magazine* was founded. He has two older sisters, one 96, the other 98. ●

DISPATCHER Thomas O. Acree, Box 724, Hollywood 28, Calif., retired from the Southern Railway, got quite a bang out of Grayce Josserand's article, "I Married a Train Dispatcher" (June issue), and her husband's "Train-Sheet Blues" (October).

"I read and enjoy all true railroad stories," he says, "but do not care much for fiction unless it sticks close to the facts of railroad operation. Since my own railroad experience was largely in telegraph and dispatching service, I am most interested in those subjects.

"Believe me, railroading today is a picnic compared with what it was on single track, with sidetracks every few miles, a doghouse telegraph office every mile, oil-lighted semaphores, switch lights, and headlights, and trains unable to move more than a few miles without fresh orders.

"Today, some youngster with only a few years' experience sits at a CTC panel and pushes buttons. Nearly all the work is done automatically, with little responsibility for him outside of delaying a train. I would like to see one of those fellows sit down at a dispatcher's table with a Morse instrument at his ear, 165 miles of single track, about ten passenger trains each way and no limit of freights, and get them all off his division without delay or mishap." ●

ANOTHER retired train dispatcher, Joseph H. Orvis, Estherville, Iowa, recalls bygone days on the Rock Island. "One summer midnight about 25 years ago, while I was working third-trick dispatcher at Livermore, Iowa, on the Dakota Division, the agent there reported that the Des Moines River bridge, a mile and a half to the west, was on fire and likely to be destroyed because there was no way to get water on it. I alerted the division master carpenter so that he could round up his men for a quick rebuilding job if necessary.

"The time-freight, due out of Livermore at 1:15 a.m., was held pending the outcome, to handle whatever material should be necessary to repair the damage. I ordered the yard crew to place several flatcars in the material yard, and the men loaded them with ties, stringers, tools, etc. Those cars were to be coupled onto the time-freight.

"Several times that night I asked the Livermore agent if the bridge was still burning and each time he said, 'Yes.' But at 4:30 a.m. he admitted there was no fire at all—only a pile of old ties blazing. Gandy dancers had been burning those ties the previous afternoon. had left them smoldering, and they had flared up. A farmer, seeing them, had telephoned the agent, and the agent had taken his word for it without investigating.

"The false report had held up the time-freight for about three hours and had caused a lot of useless work by 15 bridge men and a yard crew, cutting into their night's sleep. Those men were plenty sore." ●

WALT DISNEY asks us to announce that current annual passes held by all railroad employes are honored on his Santa Fe & Disneyland Railroad, a narrow-gage amusement pike that operates around the edge of huge Disneyland Park near Los Angeles. ●

CONTRAST. The annual tax currently assessed on the Jersey Central in Hudson County, N. J., amounts to $935,000 per mile. Right alongside the railroad is a brand-new turnpike extension that doesn't pay the county a red cent in taxes.

GM&O CONDUCTOR Kellie R. Riley and his son John lie buried near the railroad track at Columbus, Miss., beneath unique tombstones on which are chiseled reproductions of the last cabooses assigned to them, reports *GM&O News.* Each bas relief is about 6 by 15 inches. The senior Riley died March 23, 1948, at age 69, the son a year later at 34.

There are many trackside graves in the States and Canada. One is pointed

out by Oliver S. Sprout, 433 Nevin St., Lancaster, Pa. "This burial plot is located just west of the Pennsy station at Malvern, Pa., back a bit from No. 1 track. In 1908, some regrading of the line in that area uncovered a lot of stone sleepers which had been used in building the old Columbia & Philadelphia Railroad. The assistant supervisor on that section was Martin W. Clement, who later became PRR president. He learned that 57 men, who had helped to build the old line while living in a construction camp nearby, had died in a cholera epidemic in 1832 and were buried there. So he had a stone fence built around the graves. You can see it today. ●

HOTBOX. An unidentified motorist who held his nose while a New York Central freight went by near Kalamazoo, Mich., is credited with preventing a wreck. That motorist must be a railroader, because he gave the trainman's sign to indicate an overheated journal box. When the train stopped in obedience to the sign language, the crew learned that a hotbox had developed on a car loaded with creosote-soaked logs and had set them afire. ●

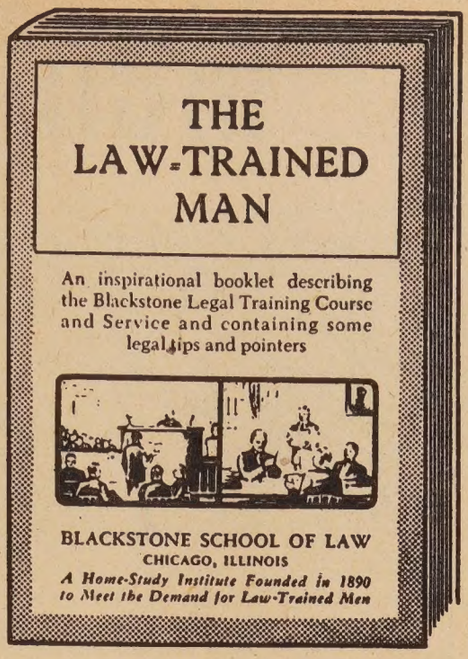
RECALLING the days when boomer hogheads couldn't redeem their hocked watches until they'd earned a month's pay, Dudley Haddock, Sarasota, Fla., writes: "They qualified for their jobs by borrowing timepieces for inspection and returning them to the owners when they'd made the grade. How did one of those boys get over the road without a ticker? Easy! For camouflage he toted a one-inch iron washer in his watch pocket, anchored to a shoestring 'chain.' When he caught a meet order he kept balling the jack until he spotted a mail pouch on a crane. Then he stopped, went into the hole, and remained there until the approaching varnish had passed. As for opposing freights, he simply kept an eye pealed for distant smoke and took the first siding available." ●

SUN DIALS were used in French railroad operation until the turn of the century, reports Arthur F. Owen, manufacturer of sun dials, 68 South View Terrace, Westfield, Mass. He quotes from a book, *Sun Dials*, by Mayall and Mayall:

"The helio-chronometer or sun clock is, as the name suggests, the peer of all

*(Continued on page 53)*

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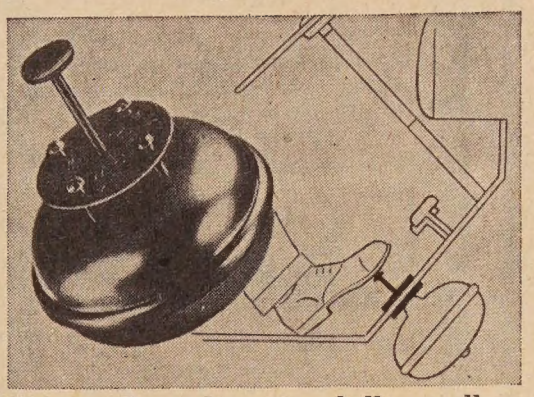
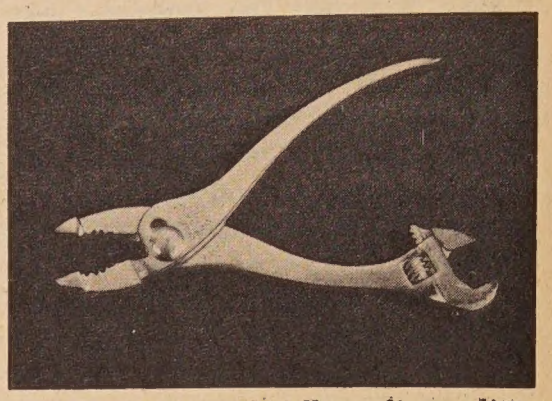


This is a Bermuda carriage bell—a mellow-toned gong that'll add a novel touch to any car, whether it be a collegiate Model A or the family hack. We guarantee that its two-toned clangor will attract more attention on the highway than any horn made. Easily installed through floorboards so plunger will be at your toe-tip. $8.95 ppd. Prince Enterprises, 103 Park Ave., N. Y. 17.



Here's a handy tool, fellas: pliers, adjustable wrench, wire cutter and screwdriver all in one fistful. Made of drop-forged alloy steel, nickel-chromium plated, it measures 6½". Pliers take up to 1", wrench to ½". It won't replace all the tools in your box, but we've got to admit it's handy to have in a car, around an outboard, etc. $3.95 ppd. K.D. McLean, Box 991 Grand Central Sta., N. Y.

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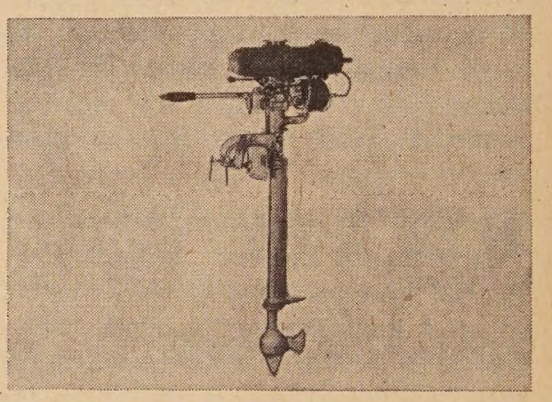
CANADIANS: Order (without red tape) rifles Spd. from G. K. Harper, Ltd. 16 Bayswater Ottawa.

**GOLDEN STATE ARMS CORP., 244 Armory Bldg.**
**1165 E. Colorado Street, Pasadena 1, Calif.**

A picturesque way of decorating your den (or any room in the house for that matter) is with a set of these colorful Pan American travel posters. Beautiful designs and colors make them bright and cheerful and adaptable to almost any decorative scheme. Posters are printed on fine, heavy paper and measure 28" x 42". Set of 6, $3.95 ppd. Blue Horizons, Dept. K-1, Box 93, Belmont, Mass.



With a screwdriver and crescent wrench you can assemble this 2½-hp outboard motor, and save a lot of dough along the way. Kit contains all necessary parts, and all of the parts are guaranteed. Simple, complete instructions for assembly are included. Comes for $59.95 express collect. Order from the Continental Manufacturing Corp., Washington Blvd. at Motor Ave., Culver City, Calif.

**HUNTERS! CONFISCATED MODEL "MN" RUSSIAN RIFLES**

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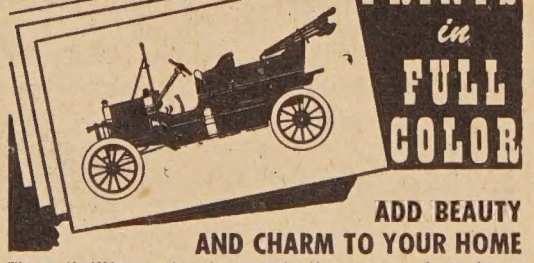

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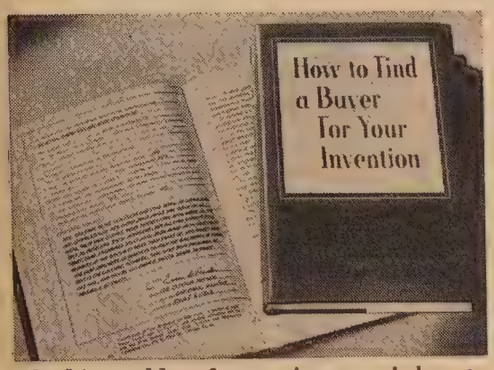
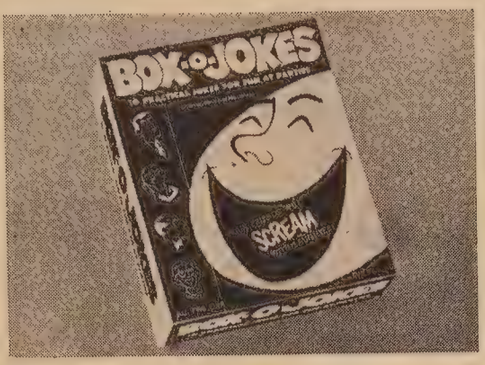
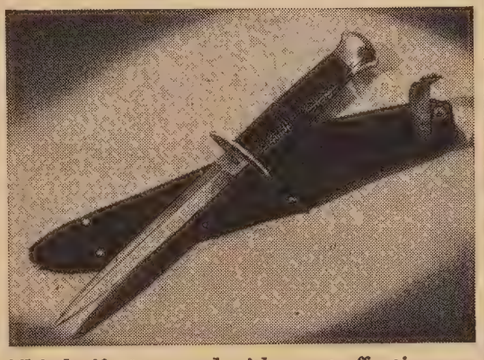



The big problem for any inventor is how to get a qualified and interested manufacturer for his invention. This book tells how to go about it and includes a list of certified manufacturers in a number of fields. Well-written, book covers about everything an inventor needs to know about patents, etc. Sells for $2.95 ppd. Order from Publisher, Science & Mechanics, 450 East Ohio St., Chicago 11, Ill.

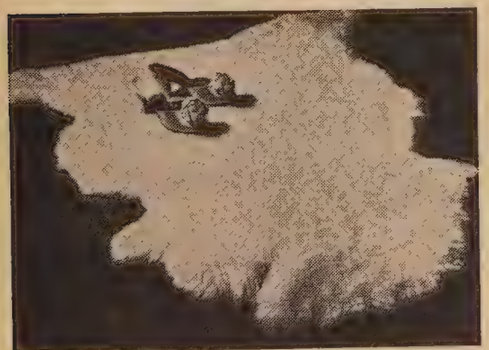



For the jokers in the audience, here's a little box that has ten various harmless jokes and props. It includes such items as a dummy cigarette, fake "black eye," a realistic fly pin and others. If you like to play practical jokes, this is as good a collection of them as you can probably find for $1.25 postpaid. Order from D. Robbins & Co., 127 West 17th Street, New York 11, New York.

Those of you who were in the U. S. cavalry will recognize these boots as regular issue—now they are being sold as surplus, and are a good value for $10 ppd. from Morris Surplus, 36 Bowery, New York 13, N. Y. Boots are 16" high, made of top-quality leather, and have good thick soles. Available in sizes 5-14. Be sure to specify your correct size when ordering. Fine for hiking, hunting, etc.



This knife was used with great effectiveness by British Commandos during the last World War. Forged in Sheffield, England, it has a polished double-edged blade that measures 6". Handle has non-slip grip made of brass rings with leather separations. Overall, knife is 10½". With sheath and knife catalogue, $5.95 ppd. From Bill's Military Stores, Dept. AC, Green Cove Springs, Fla.



There's little softer than one of these sheepskin rugs which will dress up any room in the house. Fluffy and light, they measure roughly eight to nine square feet. The people that sell them recommend them for the little woman. They are available in white for $12.95 and in natural (honey-color) for $11.95. Add 50 cents for postage. Brandicalf, Dept. K-1, 157 Federal St., Boston, Mass.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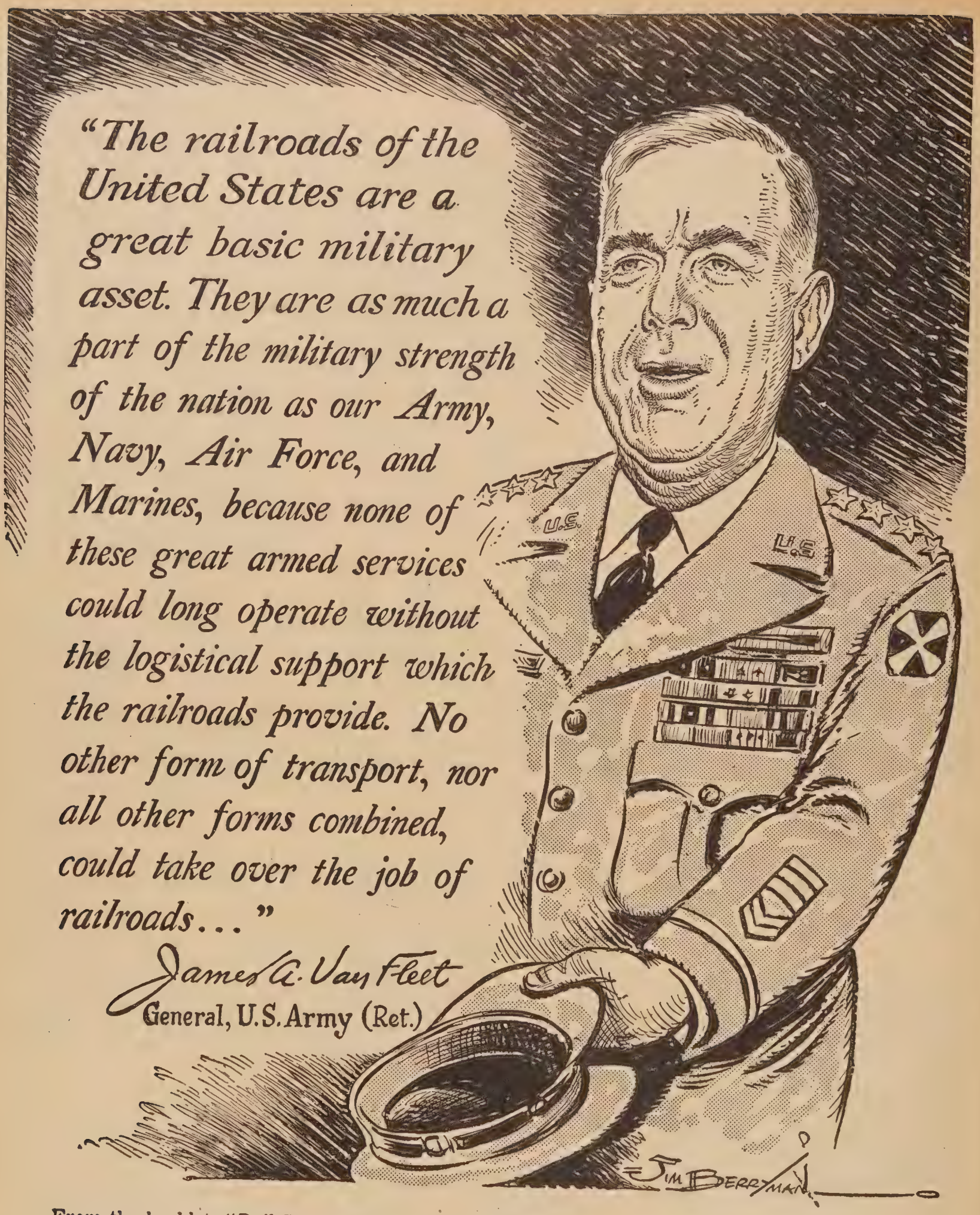
the AKRON 4410 SUNSET BLVD., LOS ANGELES 27, CALIF.


"The railroads of the United States are a great basic military asset. They are as much a part of the military strength of the nation as our Army, Navy, Air Force, and Marines, because none of these great armed services could long operate without the logistical support which the railroads provide. No other form of transport, nor all other forms combined, could take over the job of railroads..."
James A. Van Fleet
General, U.S. Army (Ret.)
U.S.
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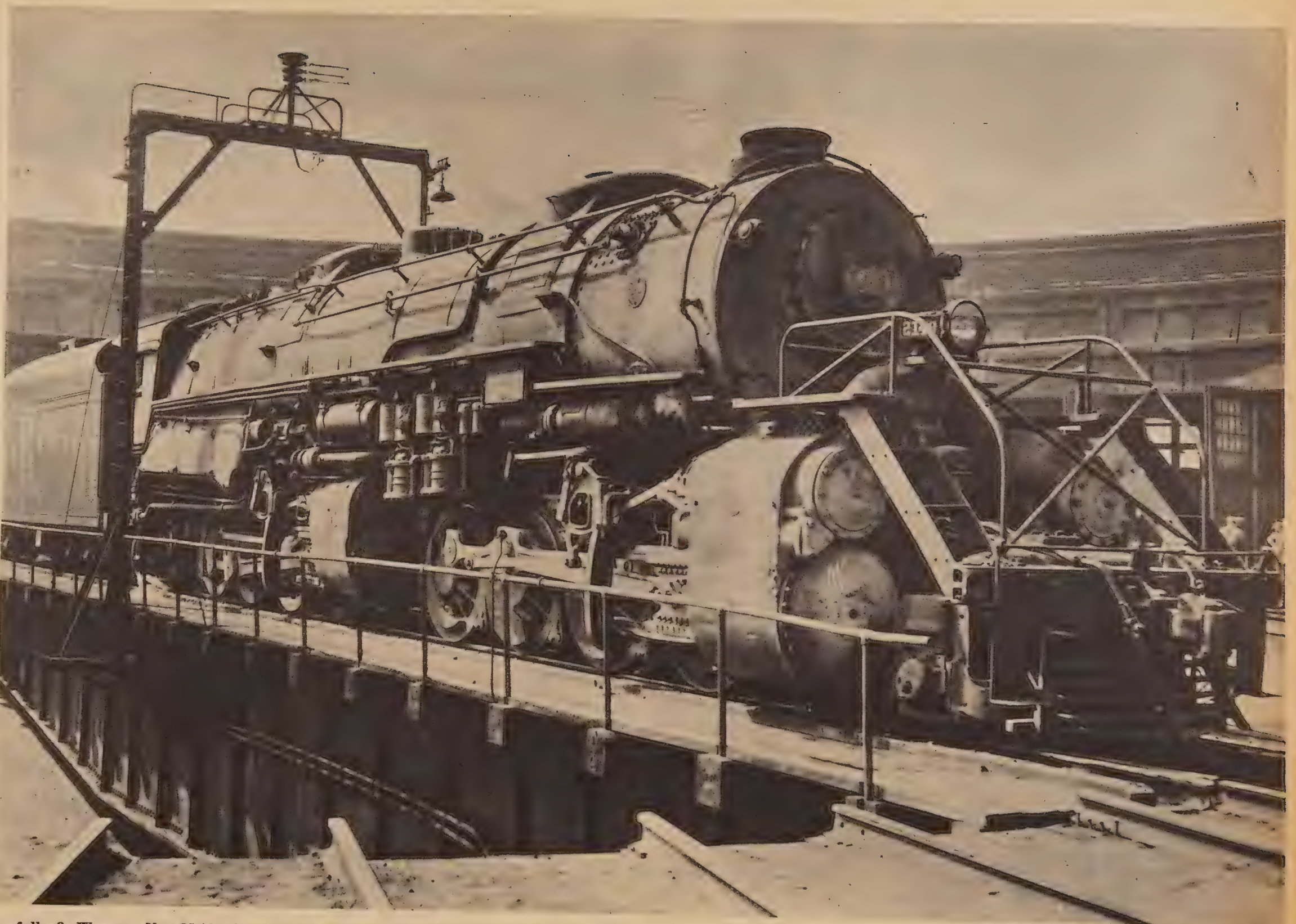
JIM BERRYMAN

From the booklet, *"Rail Transport and the Winning of Wars,"* by General James A. Van Fleet, U. S. Army (Ret.), Commanding General, 8th Army, Korea, 14 April, 1951 — 11 Feb., 1953.

A free copy of this booklet is available from the Association of American Railroads, Room 924, Transportation Building, Washington 6, D. C.

# Photos of the Month

Crossing Milwaukee to Paul & Pacific Railroad
Crossroads on the Milwaukee Road at Roselle, Illinois: a Mars light looks out front rear of an eastbound suburban train.



**Norfolk & Western No. 2148, Class Y-6—pictured on a giant turntable—could walk away with a diesel unit tied to her tail and trying to pull in the opposite direction.**

Don Wood, 29 Mt. Haven Drive, Livingston, N. J.

Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

**Three of the Pennsy steamers still in service on Pennsylvania-Reading Seashore Lines are seen in Camden, N. J. — two B6's under coal dock, a 2-8-0 at the right.**

Canadian Pacific Railway

**No. 1411, first locomotive to enter the new CPR diesel-servicing shop at St. Luc Yard, Montreal, rolls onto elevated track. Yard has wheel-truing machine which restores contours of worn flanges and treads without their removal from diesel units.**

Chicago, Rock Island & Pacific Railroad

**Rock Island's old Number 9 rode the rails again last April 21, hauling a special train to mark the 100th anniversary of the first railroad crossing of the Mississippi River. The company keeps her in good running order for special occasions.**

**Deep Creek trestle, 279 feet high, on the Pacific Great Eastern near Williams Lake, B. C., is one of the highest railway bridges in the British Empire.**
B. C. Government Travel Bureau

# Pacific Great Eastern

*British Columbia Took 44 Years to Complete This Railway, 470 Miles from Prince George to North Vancouver; May Extend It to Alaska*

## by R. CLAYTON JONES

AT a desolate point on the fringe of British Columbia's rugged Howe Sound, Bill Smetanuk ank a six-inch spike into a wooden ie, and thus opened a new chapter n western Canadian railroading.

A group of fifty men watched in ilence at 4:15 on a Sunday after- ioon as the 67-year-old track-laying oreman swung a heavy sledge.

The impact of steel on steel clinked and reverberated through he sentinel mountain crags as Bill drove home the last spike in the southern extension of Pacific Great Eastern Railway.

Then he straightened up, stood with a heavy-booted foot on the rail, and looked around.

"You see how it's done?" The friendly growl had a bit of his native Rumanian flavor to it. "We don't need all those new-fangled machines to lay track. You can send 'em back to the factory!"

It was a dramatic moment. Ralph Talbot Chetwynd, British Columbia's burly Minister of Railways, stepped forward. He wore blue dungarees and a white Indian sweater, the back of which bore the PGE's blue-and-yellow emblem, a caribou head encircled by the railway's name. Like the Canadian Pacific beaver, the caribou is typical of Canadian wildlife. With a shout of triumph, Mr. Chetwynd sent his gray metal helmet spiralling upward.

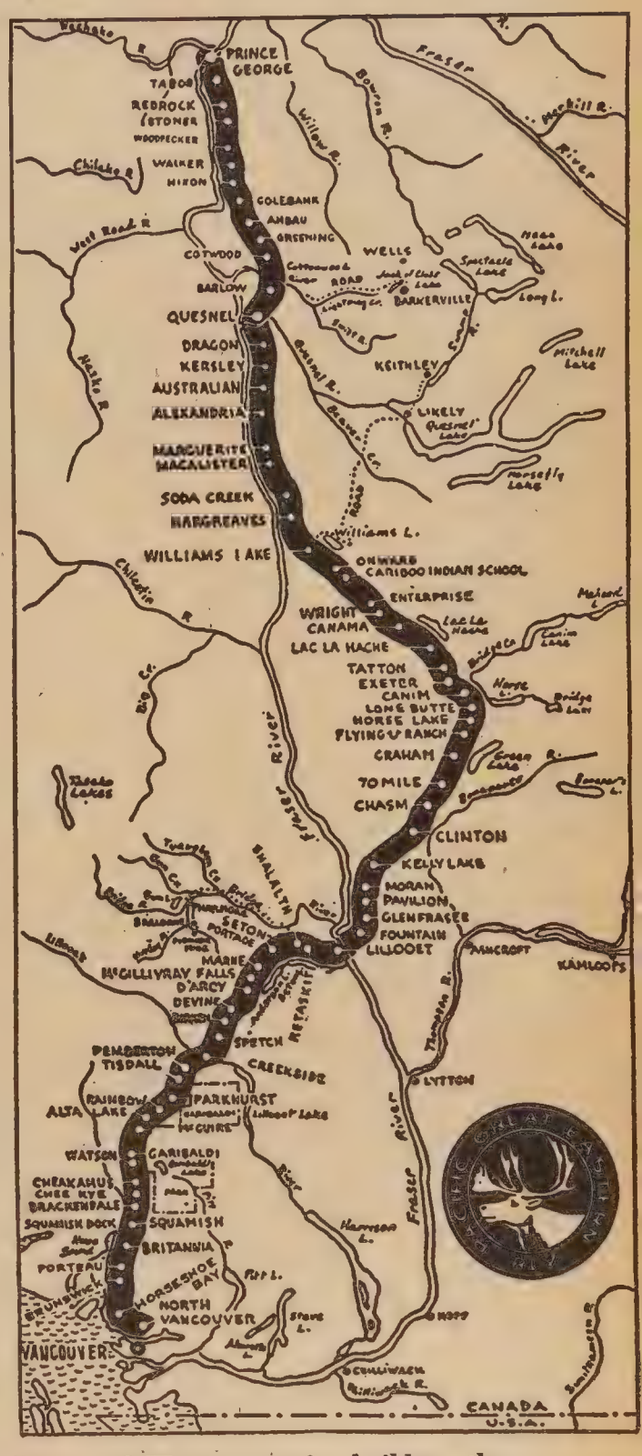
"This is it!" he roared. He pumped Bill's gnarled hand and then threw an arm around the shoulders of Einar Gunderson, PGE's general manager. "By Jove, I feel fine!"

Such was the most exciting moment in recent history of the Pacific Great Eastern, the Government-owned pike that snakes up from North Vancouver, around picturesque Howe Sound to the Squamish waterfront, burrows through steep gorges in mountain ranges, crosses a wide plateau, and runs on up to Prince George, a wilderness town 470 miles north of Vancouver.

This was a happy climax. Whatever else may happen to Canada's seventh longest railway, it can never eclipse the exultation that swept over those men who had gathered on a bleak shore for the official ceremony last June tenth.

The scene marked the completion, at last, of the 41-mile extension from North Vancouver to Squamish, in which some of the toughest right-of-way in North America had been conquered and about two million cubic yards of rocks and earth had been removed at an average cost of five dollars per cubic yard.

But it meant a lot more than that. The completed PGE was a crowning tribute to the statesmen who had dreamed of a railway running through British Columbia and linking the United States with its northern territory of Alaska. It vindicated the railroaders and administrators whose vision and determination had kept the dream alive through four frustrating decades while the line served as a whipping post for provincial and national politicians alike, a target for cartoonists and the butt




**Dream of Western empire builders, the PGE finally reaches southern terminal.**

B. F. Cutler, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

**Open observation car on PGE train, shown crossing Cheakamus River, gives tourists a panoramic view of scenic splendor.**

of many jokes. It's no longer a joke.

The completion brought joy to the settlers whose faith in the line had led them to pioneer a new Western empire dependent upon it, and to the engineers, the train and track crews, and a flock of other people who'd been too doggoned stubborn to lose faith in their railway.

Into that last-spike ceremony were packed the memories of defeats and victories, for that moment marked the change from a clanking nowhere-to-nowhere railway into a modern dieselized and microwave-operated line that had finally arrived.

SOON after the echo of Bill Smetanuk's hammer had died away in the mountain gorges, the members of the small group, each alone with his thoughts, boarded an open passenger car coupled to two diesel-electric locomotives and a caboose, and rode into Porteau, a mile from the scene.

That unusual train was the first one in history to run from North Vancouver to Squamish; and for several miles it rolled over skeleton track, because there had been a deadline to beat and the indomitable track gangs just hadn't time to lay ballast. The road was rough, even dangerous. The brasscollar special rocked and jerked along at five miles an hour over the unsettled track between precipitous cliffs and a sheer drop to the sparkling blue waters of Howe Sound.

In some places only every second tie had been laid down, and at one spot the party aboard the special train saw track crews still tightening bolts. Considerable work remained to be done before the rock-hewn right-of-way would be safe for travel from Horseshoe Bay to Squamish.

That first through train arrived in Squamish and turned right around for the return trip to North Vancouver to win a whopping big bet for Railways Minister Chetwynd.

Two years earlier the ebullient Chetwynd, a former PGE employee who rustled his way to the top railway post in British Columbia, had bet a boxcar load of hats that a PGE train would enter North Vancouver not later than 4:15 p.m. on June 11, 1956.

Chetwynd had made the bet at a Board of Trade meeting and forty people had taken him up at a $20 hat each. Chetwynd had said he'd eat the hats if his railway didn't make it; and nobody, but nobody, ever expected he'd get off without a colossal stomach ache.

But at 4:06 p.m. on June 11th the special rolled under the great span of Lions Gate bridge and at precisely

British Columbia Government Travel Bureau

**Skirting the pine-fringed shore of Anderson Lake, you can see in the far distance the snowy peaks of the Garibaldi Range, towering about 10,000 feet above sea level. One of the Pacific Great Eastern's passenger cars is named *Garibaldi*.**

Pacific Great Eastern Boosters

**Entering 1600-foot tunnel near Britannica Beach is speeder bearing members of railfan club, PGE Boosters, on photo excursion in charge of Ernie Plant.**

4:14 it ground to a stop at the site of the North Vancouver terminal. That was exactly 24 hours after the driving of the last spike up-track.

The doubting Thomases started paying off before the train stopped. Alan Gentles, vice president of Dominion Bridge Company, tossed in his hat to Chetwynd up the line.

From then on the headgear kept coming in and piling up on Chetwynd's hat-rack, even though the minister himself doesn't wear a hat. One lush Homberg went to Mr. W. A. C. Bennett, who had picked up the PGE torch shortly after assuming the premiership of British Columbia in 1952.

The June 11th arrival ceremony at North Vancouver was merely a curtain-raiser. The official inaugural run over the new line was not made until August 27th, when top railway brass from all over America went to Vancouver for the occasion.

By then, all the wrinkles in the southern section had been ironed out. And there were plenty of them, because the 41-mile right-of-way brought construction crews face to face with problems ranging from hewing a roadbed out of solid granite to gingerly picking their way through the beflowered boulevards of West Vancouver's residential district.

Bernard Lewall, acting chief engi-

**Photographer waiting on Squamish dock takes a shot of inbound freight cars**

Ernie Plant, Box 40, Horseshoe Bay, B.C., Canada

**completing 42-mile journey up Howe Sound. These cars are about to begin a run northward on Pacific Great Eastern trackage.**

Ernie Plant

**No. 53, built in 1914, was scrapped in '53. The PGE had 15 steam engines. The only one left in service is No. 160, a Mikado type built at Kingston in 1945. (All-time Pacific Great Eastern roster appeared in the March '55 *Railroad Magazine*.)**

B. F. Cutler, Rail Photo Service

**Passengers detraining at Squamish station. The diesel is one of twelve built at Montreal Locomotive Works, 1951-'54, with 12-9x10½-inch cylinders, 40-inch wheel diameter, 1600 horsepower, and capable of 59,550 pounds of tractive effort.**

neer of construction, says that the southern project was the hardest job he's ever tackled.

"Our greatest problem was the removal of such a large amount of rock, and in some cuts we took out as much as 200,000 cubic yards," explains the tall, restless chief, who came to the PGE from the Buenos Aires Southern, down in Argentina.

"I've never seen anything as tough as this PGE project. The work along the tall cliffs was extremely hazardous, because in many spots the rock was rotten. To give you an idea of the rock-work, there are five tunnels in a 30-mile stretch. One is 1,600 feet long, and the rest are up to 250 feet apiece."

The inaugural train on August 27th was split into four sections, three for the visiting dignitaries and one for the press. Those in charge of the gala affair are glad there was no embarrassment.

They recall, with a shudder, the time the late Premier John Oliver took a party of legislative bigwigs up the line to inspect its facilities. A few miles ahead of the capital, an old steam locomotive, for no apparent reason, suddenly started moving from a siding, rolled off the track, and landed belly up in a hayfield.

Startled section men, knowing that the special was due to pass momentarily, feverishly began forking hay over the derailed engine and made her look enough like a haystack to deceive the inspection party, thus saving face for the PGE.

On another inspection trip, on a wintry day in 1921, the train broke down at nightfall at Pavillion Mountain above the Fraser River. The party was stranded without food and water for 24 hours. The ancient wooden coach was so cold that the party huddled on the floor in a slightly warmer but unkempt and insect-ridden freight car until a new locomotive from Squamish was dispatched to their rescue.

But people recall with a wistful smile some things about the PGE that gave it a special place in the hearts of travelers.

They remember the easy-going conductors who'd let a passenger off at any place, as, for example, when a hunter wanted to get off at a certain glade or a fisherman at an inviting creek.

They tell about one old couple, making their first trip to a dude ranch in the caribou country, who awoke late in the morning to find the train several miles beyond their stop. A sympathetic engineer backed up the entire distance to put them off where they wanted to go.

The road now has Budd RDC's, new lightweight, self-propelled passenger cars that bring Prince George within 16 hours of rail time from Vancouver, instead of the former 28 hours, including ferry time across Burrard Inlet from North Vancouver.

It is Canada's first railway to be run by radio transmission to engineers and conductors. The Squamish-North Vancouver section is the first to be equipped with the microwave communication system.

Even now, construction crews are pushing an extension northward from Prince George. Railways Minister Chetwynd expects the PGE to reach Little Prairie next year and extended to Fort St. John and Dawson Creek, about 250 miles further north, by 1958 at the latest.

THUS, the PGE, once an ill-starred, debt-ridden, and unwanted railway with a complex political history, now rolls proudly in the vanguard of the "new empire."

It's a solid boom all along the PGE right-of-way, further north to the Peace River, and east and west from the Alberta border to Prince Rupert and the fabulous aluminum-smelting center at Kitimat.

By the time the line reaches Peace River, Mr. Chetwynd estimates a $5,000,000 increase in the line's gross annual revenue, and a total gross revenue of $12,000,000 during 1958.

"I think I can say that the taxpayers of British Columbia have contributed for the last time in taxes toward the railway," he says.

"When I first went to the PGE in 1943, he biggest bulk of the traffic was cattle from the Caribou and Chilcotin areas, and the number of cars hauled exceeded 4,000. It wasn't until 1946 that we went over the 5,000 car-a-year mark. But now we expect that by the end of this year the traffic will be at least 40,000 cars. It used to cost us $1.30 to make a dollar; last year it cost only 79 cents."

And even now, before the northern extensions are finished at a cost of $50,000,000, surveys are under way to determine the most feasible route for an extension into Alaska.

In the early days of the century, railroaders and statesmen alike dreamed that they would live to see a great railway stretching from the Panama Canal clear up to Alaska!

Sir Richard McBride, premier of British Columbia from 1903 to 1915, was one of these men.

The original aim was to connect with the Alaska Railroad, then being built for the United States Government. Because of that, Sir Richard's government backed the construction of the PGE and guaranteed its bonds at a rate of $35,000 per mile.

Construction was started in 1912, and by 1914 about 58 miles had been built between Squamish and Pemberton and 13 miles between North Vancouver and Whytcliffe. Then trouble started. Financing became so difficult in 1918 that the construction company quit.

The Provincial Government had to take over the half-completed, bankrupt railway, which had cost about $28,000,000, and by 1921 had pushed construction to Quesnel, 348 miles north of Squamish. But at Quesnel, 80 miles from its proposed terminus of Prince George, it petered out. B. C.'s white hope had turned into a great white elephant.

At length the tide turned. The railway began to roll in on the mounting wave of post-war development. Today, the road is valued at more than $250,000,000.

What a contrast to that day, back in the twenties, when Premier John Oliver, running his hands through his hair in exasperation, exclaimed: "I can't give the dashed thing away. Nobody wants it!" ●

# INFORMATION

Erie Railroad

**Erie's No. 730 taking on sand at Marion, Ohio, reminds you of a lady getting a permanent wave in a beauty shop.**

# BOOTH

**ASK BARBARA:** Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

**1**

**Question:** *How much does a new diesel-electric locomotive unit cost?*

**Answer:** You can pick up a switcher for as little as $105,000—a real bargain—while a passenger unit sets you back at least $178,000, possibly $225,000.

Freight-haulers range from $113,000 to $237,000. Units for both freight and passenger service cost between $165,000 and $240,000 apiece.

Eighty years ago you could have bought a good, standard-gage, passenger or freight, steam engine, brand new, with 16x24-inch cylinders, as cheap as $8,000.

**2** *Who is the Union Pacific switchman pictured on your October cover?*

Howard A. Hallberg, 9239 S. Badminton Avenue, Whittier, California.

**3** *What is the average annual pay of American railroad employes?*

$4,719. In 1950 it was $3,785.

**4** *What was the first engine to run in Iowa?*

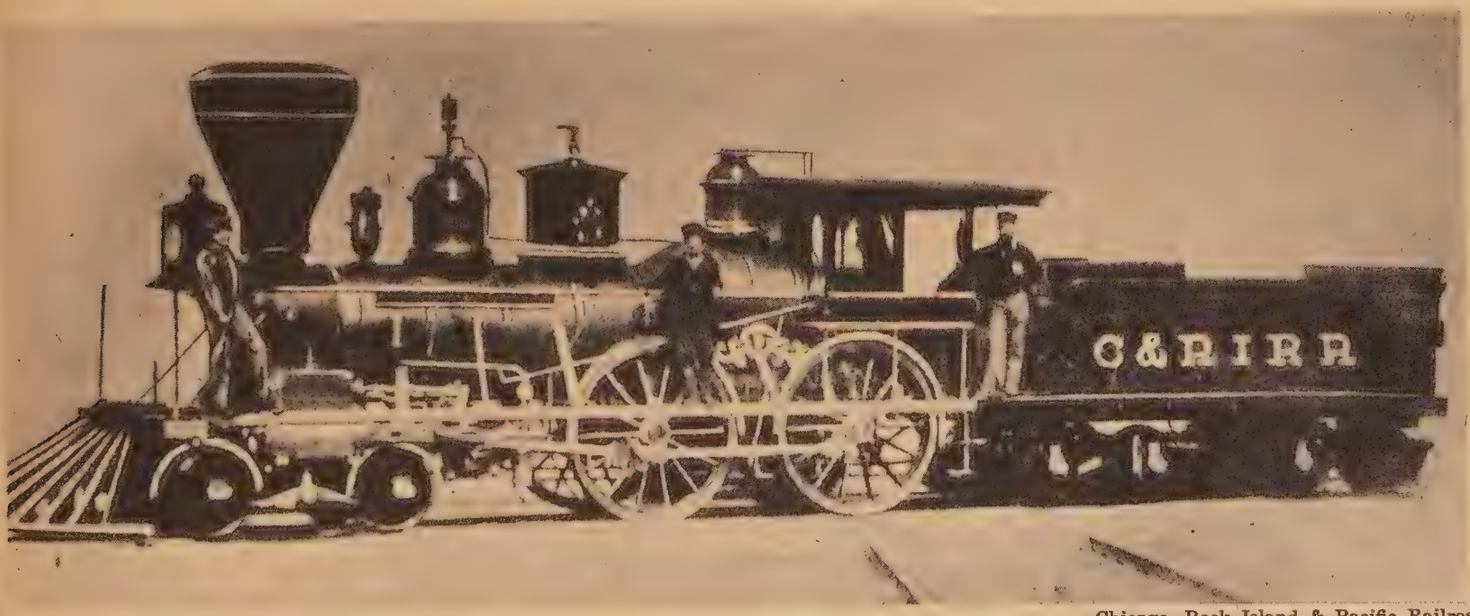
*The Antoine LeClaire,* which was ferried across the Mississippi from Rock Island, Ill., to Davenport, Iowa, July 19, 1855, to run over Mississippi & Missouri tracks (now part of the Rock Island). The locomotive was named for Davenport's 300-pound civic leader, who had given $25,000 and some real estate to make this line possible.

**5** *What is the Niagara Junction Railway?*

A 44-mile freight line at Niagara Falls, N. Y., operating its own electric locomotives but connecting with the New York Central, the Erie, and the Lehigh Valley, and owned jointly by them. Its president, Karl A. Bornstrager, is also senior vice president of the NYC.

**6** *While vacationing on Long Beach Island, N. J., I saw the remains of a roadbed along the causeway from Manahawkin on the mainland to Ship Bottom on the island. Can you shed light on this?*

Yes, gladly. It is an abandoned rail line. The Pennsy built the trestle back in the 1880s and ran trains from the mainland to Barnegat City and Beach Haven on either end of the island. Mainland connections were made at




Chicago, Rock Island & Pacific Railroad

**First locomotive to cross the Mississippi was Chicago & Rock Island's *Antoine LeClaire* — by ferry in 1855.**

Gordon S. Crowell, 21 Morris Crescent, Yonkers, N. Y.

**The Southern San Luis Valley freight line traverses 31.4 miles of bleak Colorado desert and boasts two Consolidation-type engines as its principal motive power. We see Number 106, built by Baldwin, firing up for the run from Blanca to Jaroso. (The toad used to be called the San Luis Valley Southern, which explains the initials "SLVS" on the tender.)**

Manahawken with the Tuckerton Railroad, which in turn connected with Pennsy and Jersey Central trains.

Because of high running expenses, abandonment was threatened, but property owners organized the Manahawken & Long Beach Transportation Co., which took over the short line. They ran a train called the *Yellow Jacket*, pulled by the *Harvey Cedars*, a dark green Forney-type locomotive, and three yellow-and-black open-platform coaches.

Eventually a second engine (a 4-4-0, No. 2) was added to the roster, as well as a yellow baggage car, two flatcars, and a steam dummy, also painted yellow. But an engine-house fire at Barnegat destroyed some of the rolling stock and damaged the *Harvey Cedars*, to the extent that she could pull only one car. Since regulations required two cars, the romantic seaside line passed into oblivion.

**7** *What is the future of Morse telegraphy in railroading?*

This method of communication, dear to the hearts of oldtimers, has just about served its usefulness and is fast becoming a lost language. Maybe readers will tell us which roads still use it, and where.

**8** *What is a railvan?*

The Chesapeake & Ohio's new type of freight carrier with two sets of wheels—one set rubber-tired for streets and highways, the other set flanged for rails. (Photo on page 30.)

With an adapter car the railvan can be operated behind a regular locomotive or converted to a rubber-tired truck trailer for transportation to and from consignees' loading platform on dock. Each unit has a compressed-air motor for raising or lowering wheels.

Invented by K. A. Browne, C&O's director of research, it is designed to combine truck flexibility with train economy. In effect, it compares with piggyback service without the expense of providing a flatcar.

**9** *Who built the Southern Pacific's cab-in-fronters?*

Baldwin built 177 4-8-8-2 types. Lima built twelve 2-8-8-2's.

**10** *What was the original name of the Wabash Railroad? When did it begin operation?*

The Northern Cross, Nov. 8, 1838.

**11** *What's this new method the Missouri Pacific is using to haul trucks?*

It compares with piggybacking, except that only the body of the trailer is handled by train. The trailer is spotted at the shipper's platform, then

delivered to a gondola (or any type of flatcar), where the body is lifted from the chassis and deposited on the freight car by an electrically-operated gantry crane. (Photo on page 31.)

Crane operation procedure is reversed when the trailer reaches its destination city. The body is then lifted from the rail carrier, secured to the chassis, and hauled by tractor to the consignee's door. The MP has loading-unloading ramps for this service in various cities.

**12** (a) *When did Abraham Lincoln see a railroad for the first time?* (b) *Which railroad did he take to Gettysburg, Pa., for his famous address?*

(a) In Dec., 1831, while visiting New Orleans, young Lincoln saw a horse-powered short line that later became part of the Louisville & Nashville. About five years later, in central Illinois, he saw a locomotive for the first time, on the Northern Cross. See item 10. (b) Hanover Branch RR. (now part of the Western Maryland).

**13** *How many miles a day does the average busy freight locomotive run?*

147.2. Figure for 1950 was 119.3.

**14** *When did the Lehigh Valley line begin operation?*

In the fall of 1836 the Beaver Meadow Railroad, the LV's first predecessor, was opened from coal mines to Perryville, Pa.

**15** *Do British passenger trains provide third-class accommodations?*

No. British Railways discarded that practice last June 3.

**16** *I often see fat conductors and engineers. How many operating men on American railroads are overweight?*

According to the latest available estimate, about 16 percent. Excessive weight ranks second among railroaders' defects, based on physical examinations.

*A Timetable for Reducing and Regulating Weight*, published in 1935 by the Medical and Surgical Section, Association of American Railroads, is still widely used—but perhaps not widely enough. The best reducing exercise we know is to firmly push back your chair from the dinner table before you have eaten all the food your stomach will hold.

**17** *In Aug. '56 issue, Item 16, you referred to a certain type fusee as a torpedo. Aren't torpedoes and fusees two different devices?*

Yes, ordinarily, but the type referred to was a combination of both. For details, see William F. Knapke's article, "They Burn by Night" (Aug. '51 issue).

**18** (a) *Is the Atlantic & East Carolina dieselized?* (b) *Roster, please!*

(a) Yes, since April '51. The last steam locomotive was scrapped in '53. (b) The line has:

Two ALCO-GE 44-ton 400-hp. switchers, 88,000 pounds, built in Feb. and May '43.

One EMD SW1, 600-hp. switcher, 198,000 pounds, built April '47.

Two EMD F-2, 1350-hp. road engines, 225,750 pounds, built June '46.

One EMD GP7, 1500-hp. road switcher, 226,000 pounds, built May '51.

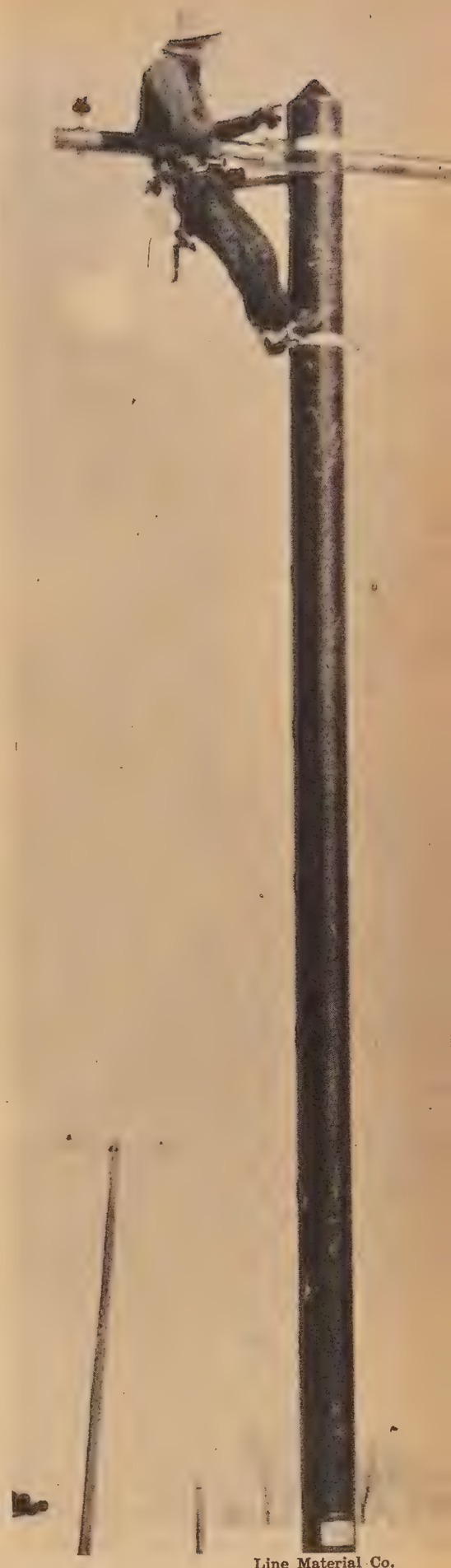
One ALCO-GE 1000-hp. road switcher, 219,000 pounds, built April '51.

**19** *How can a lineman get up one of those new fiberglas poles?*

Not in the conventional way, because of the slick surface. You carry detachable steps to insert in holes up to the 8-foot mark. At that point, permanent steps are usually built in before the poles are installed. If not, you tote enough detachable steps to climb to the top.

**20** *I read somewhere that spyglasses used to be standard equipment at railway depots, but I don't remember why. Can you tell me?*

Certainly. Before the days of telegraphy, station agents were required to use telescopes in checking the progress of trains. At that time the railways were using the ball signal, or "highball"—a large ball elevated about 30 feet on a pole by means of a pulley. These signals were located at or between stations. If a train departed on time, the agent hoisted a white ball. If late, a black one. The last ball signals we know of were located in New England until a few years ago.



Line Material Co.

**Lineman prepares to string conductors in the first installation of telegraph poles made of fiberglas, a new product only about one-third as heavy as wood.**

**21** *Has the Government railroad between Brandywine and the Patuxent Naval Base, Md., been abandoned?*

No, it is being utilized by C. J. Langenfelder & Son, Inc., of Baltimore, Md., prime contractor to the Department of Navy, Bureau of Yards and Docks, to haul building material for improvements to installations at the U. S. Naval Air Station on Patuxent River.

**22** *What's this I hear about gondola cars with all-welded aluminum bodies?*

Such equipment is being built by Magor Car Corp., Clifton, N. J. By the time you read this answer, 35 of them, the first built in America, will be operating in Jamaica, British West Indies, on the 13-mile railroad of the Kaiser Aluminum & Chemical Corp. (Photo on page 32.)

They haul bauxite between the mines and Port Kaiser. Each aluminum car holds six 14-ton truckloads of bauxite, compared to the five truckloads formerly carried by the company's conventional steel gondolas on the same 70-ton steel trucks.

**23** *A short history of the Detroit & Mackinac Railway, please.*

The D&M was started as a logging road about 1878, at a point south of Tawas, Mich., and ran through the forest. The rails were 38-inch gage of narrow strap iron screwed to 2x4's and laid on flat timbers. Later, the line purchased the Bay City & Alpena logging road. In 1905 it began operating through trains from Bay City north to Cheboygan, connecting with a boat for Mackinac Island. At first it was known as the Turtle Road, and all equipment carried a turtle-picture emblem. Passenger business declined in the '30's, and in March '51 it was discontinued.

Steam power gave way to diesels in '47, the D&M being America's first all-diesel railroad. Today it is a 230-mile freight line.

**24** *Did the Erie have any Mother Hubbard-type Mallets?*

Yes, indeed. Baldwin built one around 1892, because the line needed a good pusher engine for Susquehanna Hill. This type was known as the Camelback.

Around 1906 Alco built three 0-8-8-0 Mother Hubbards for the Erie. These were Mallets, with high-pressure cylinders on the rear set of drivers and low-pressure on the front set. They used anthracite fuel. For these facts we are indebted to Warren D. Stowman.

**25** *Does "cat cracked" fuel, as used on diesel-electric locomotives, have anything to do with roundhouse cats?*

Nothing so romantic. It is actually a mixture of straight-run distillate and residual fuel put through a catalytic cracking process. This refinery procedure mixes the two oils and re-arranges them chemically. It yields a quality of fuel suitable for diesel-locomotive use.

**26** *I'm wondering about some metal boxcars I saw on a siding near a Fisher Body plant in Baltimore, Md. I assume they are automobile carriers, but I'm puzzled by a cutout which extends over the edge of the roof at either end, giving the effect of a catwalk. What is the reason for it?*

This type of roof, known as a diagonal-panel riveted roof, patented by the Standard Railway Engineering & Mfg. Co., is claimed to give greater strength and stiffness *than the ordinary types.*

**27** *Is it true that American railroads have not stepped up their passenger-train speeds since* 1954?

Yes and no. Donald M. Steffee's latest survey of start-to-stop passenger-train speeds (made for *Trains* magazine) shows a total of 3,228 such runs of 60 mph. or faster last year, as compared with 3,169 the year before. But the route-miles covered by these runs has dropped slightly. Besides, the former top speed, 86.2 mph. (Burlington's *Twin Cities Sephyrs*), is now down to 84.4 (same trains and Great Northern's *Empire Builder*).

**28** *Information, please, on the Naugatuck Railroad in Connecticut.*

Incorporated June 12, 1845, this line was operating between Winstead and

Chesapeake & Ohio Railway

**New Chesapeake & Ohio railvan runs equally well on tracks or highways. It was designed for shipping freight by rail economically from door to door.**

Missouri Pacific Lines

**New kind of piggyback. Missouri Pacific trains haul only the trailer's loaded body. A tractor pulls beneath the stationary gantry crane, and a push-button starts the crane's electric motors. Dangling hooks descend, grasp the trailer body, lift it, and lower it onto a waiting gondola car. Then the car is coupled onto a fast freight, and the shipment is on its way.**

Kaiser Aluminum & Chemical Corp.

**A novelty: all-welded aluminum freight cars. Thirty of these gondolas, built for use in Jamaica, West Indies, are the first such cars produced in America.**

Pennsylvania Railroad

**What kind of railroad job is this Pennsy employe doing? (Answer on page 37.)**

Derby by 1849, when it contracted for the use of New Haven tracks between Devon and Bridgeport. In 1887 the Naugatuck was leased to the New Haven. Prior to this time the Watertown & Waterbury had built a 4.44-mile road between these towns, which the Naugatuck took over by default. In March, 1907, the combined properties were deeded to the New Haven. Passenger service was discontinued in Sept. '49.

**29** *How far does the average freight car travel before being scrapped?*

That's hard to say. The Norfolk & Western checked on one boxcar for a 10-month period and found that it traveled over 45 railroads for a total distance equal to one and one-third times around the world at the equator. The life-spans of freight cars vary considerably, depending upon how the cars are used.

**30** *What is a switchmobile?*

It is a stubby 208-hp. four-wheeled, diesel-powered switch engine (resembling a jeep) which climbs across tracks, travels on city streets, and pulls freight cars. This baby is equal in power to a 50-ton switch engine but weighs less than 36,000 pounds. Even so, it has sufficient tractive effort to pull a gross weight of more than 1,000 tons from a standing start.

The switchmobile never has to back up, being equipped with a special four-speed transmission which enables it to push or pull with equal power and speed in either direction.

Coupling cars to this unit is standard railroad procedure, since it is fitted with standard couplers and air-brake lines both front and rear. Compressed air is used in braking and steering.

**31** (a) *How many Union Pacific "Big Boys" of the* 4000 *series are now in operation?* (b) *Give specifications.*

(a) Twenty-five, between Cheyenne, Wyo., and Ogden, Utah. (b) Tender type, 14-wheeled, "four cylinder simple," built by Alco; 23¾ x 32-inch cylinders, 68-inch drivers, 300 pounds boiler pressure, inside diameter of boiler 95 inches, firebox 235 1/32 x 96 3/16 inches, wheel base of engine and tender 117 feet 7 inches; weight in working order: engine 127,200

pounds, tender (2/3 load) 348,000 pounds; fuel capacity 28 tons of soft coal, total evaporating surface 5,755 square feet, superheating surface 2,043 square feet, factor of adhesion 4.02, maximum tractive power 135,375 pounds, water capacity 25,000 gallons.

Regarding the last item: The tender holds enough water for a herd of 833 thirsty adult camels, each of which can drink about 30 gallons at a time. Arabia's total camel population is estimated at 40,000, which means that 50 Union Pacific locomotive tenders could supply Arabia's camels with all the water they need.

**32** (a) *How much steam power does the Southern Pacific use in Oregon?* (b) *Are there any cab-in-fronters on the Siskiyou route?* (c) *Did the SP ever use* 4-10-0*'s?*

(a) None. SP has dieselized both the Portland and Shasta divisions. The last steam engine left the Oregon lines in Sept. '55. (b) No. (c) Yes, beginning in 1889. The most famous engine of this wheel arrangement was, perhaps, *R*1 *Gobernador*, which means The Governor.

**33** *Does the Denver & Rio Grande Western hold the record for the highest elevation reached by any North American railroad?*

Far from it. The D&RGD's topmost climb, 10,331 feet above sea level, is exceeded by the Colorado & Southern at Climax, Colo., elevation 11,319 feet. If you include cog railways, the Manitou & Pike's Peak holds the record on this continent by scaling Pike's Peak to an elevation of 14,110 feet.

**34** *When and by which road was America's first passenger-train schedule published?*

On May 20, 1830, the Baltimore & Ohio advertised its three daily passenger trains each way between Baltimore and Ellicott's Mills, Md., in a newspaper, *The Baltimore American.*

**35** *During a disaster when a railroad is blocked for long periods and finds it necessary to re-route freight*: (a) *What is the train called, and who operates it?* (b) *What does the "host" road charge?* (c) *Does the "guest" road use the host's motive power?*

(a) Detour train. Crews from the road of origin operate it. The detour road, however, assigns a conductor and engineer to act as pilot.

(b) Charges are made on a train basis with the length of detour a factor. Cars handled in these trains are considered to be still on the rails of the origin roads and do not enter into the interchange records of either one.

(c) Motive power is assigned by the origin road. Trains must comply with the detour road's restrictions as to length of train, weight and number of locomotives, and weight and size of cars.

**36** *How are flaws in rails detected?*

There are several devices in use, the best-known being the Sperry rail-detector car, which runs along the track to pick out flaws outside the joint bar limits. In addition, there are the Audigage flaw detector and the Sonirail flaw detector, both of which are operated electrically by one man.

The Audigage operates by sound waves transmitted through ear phones. A flaw changes the tone. The Sonirail is similar, but also has a meter which reacts to tone changes, thus providing

Pennsylvania Railroad

**Have you ever seen a switchmobile? You'll find 'em on the Pennsy. Big flexible tires let this powerful baby cross the tracks without damage to switches, ties, or rails. Its four-wheel drive and 208-hp. diesel engine enable the switchmobile to push or pull more than 1,000 tons at a time from a standing start. It's a far cry from the oldtime steam yard goat.**

Chesapeake & Ohio Railway

**Modern gandy dancer: C&O's Abbott tie machine, an off-track device, removes and replaces ties automatically, without disturbing the adjacent roadbed. This invention does the work so rapidly that it rarely interferes with regular train service.**

visual as well as audible flaw signals.

These units are used the year around, and in areas where the detector car is impracticable.

**37** *What is the Abbott tie machine?*

A new device invented by R. H. Abbott, C&O's division engineer, and associates, in the company's Way and Construction department. It removes and replaces wooden ties automatically without disturbing the adjacent roadbed. Unlike other automatic tie-removal machines, it does not straddle the track but permits trains to run without delays.

**38** *What's the latest word on gas/turbine-electric locomotives?*

Today, 25 such locomotives are hauling about 10 percent of all Union Pacific freight. Each boasts 4500 hp. The UP has ordered 15 larger units, 8500 hp each, from General Electric and plans to buy 30 more. Quoting a GE executive, Robert Williamson: "The gas turbine-electric has graduated out of the experimental stage and has earned itself a position of respect as a capable and reliable servant," especially in hauling heavy freight.

They are similar to diesel-electrics except that instead of a diesel engine they have a gas turbine that powers a generator. The gas turbine burns cheap low-grade fuel.

**39** *Where can I get a price list of diesel operation and maintenance manuals?*

Write to Simmons-Boardman Publishing Corp., 30 Church St., New York City.

**40** *Why isn't the Garratt-type locomotive used in the U. S. or Canada?*

It is too long to fit into North American roundhouses. Motive power men on this side of the Big Pond say that the Garratt is impracticable for operation because, actually, it is two engines with a boiler in the middle and a tender on one end. This displacement causes the lighter end to slip when the engine is in motion.

**41** *What has happened to the Union Pacific's 4-12-2 type steamers?*

All have been scrapped, except No. 9000, which was donated to the West Coast Chapter, Railway & Locomotive Historical Society. Last June she was exhibited at the Los Angeles County Fair in Pomona, Calif.

**42** *Have movies ever been shown aboard speeding trains in the U. S. A.?*

Yes, often. The earliest known experiments were conducted in 1920 by the Atlantic & West Point and the Western Railroad of Alabama. In 1922, the Illinois Central showed films on a Chicago-New Orleans run. The Canadian National tried out motion pictures on its Montreal-Quebec trains in 1925.

Talking movies were shown aboard a train for the first time on the Union Pacific in 1929. The Northern Pacific entertained its passengers with movies on tour specials in 1934. Four years later, the Atlantic Coast Line was showing sound films regularly on a New York-Florida train. We do not know of any train on which movies are currently being shown.

**43** *When did Baldwin Locomotive Works start building diesels?*

Baldwin's first full-sized diesel-electric, No. 58501, was completed in 1925. This was a 1000-hp. unit with boxlike construction. Tested on several roads, she was never duplicated, and ended her days by switching in the yard of the Baldwin plant.

**44** *What is the longest time in recent years that a city or town was deprived of railroad service by a flood?*

The longest we know of is 53 days, beginning last January 20. Dirranbandi, 416 miles from Brisbane, Australia, was marooned and had to get supplies by ferry boat and air drop.

**45** *I'm sure I saw a pale-blue station wagon traveling on the Chicago & North Western main line. Am I right?*

Yes, indeed. It's a new type of "highway inspection car" that travels with equal ease over highways and on railroad tracks. The steel-flanged wheels carry 40 percent of the car's weight when it rides the rails, up to 50 miles an hour, at which time the steering wheel is locked and inoperative. Other wheels carry the load when the car is on a highway. At any grade crossing or other convenient place the wheels can be manually raised, the steering wheel unlocked, and the car taken off on the highway in a few minutes.

## RUNNING EXTRA

STUB SWITCHES are still being used on the narrow-gage Alaska & Yukon RR., which connects Ketchikan, Alaska, with White Horse, Yukon Territory, reports E. R. Nash.

SOUTHERN PACIFIC hogger Hervey Angier, 143 Roselawn Pl., Los Angeles, comments on our August department: "Question 41: SP rule 15 reads: 'The explosion of two torpedoes is a signal to proceed with caution for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.' Torpedoes must not be placed near station buildings nor on public crossings no other than on the main track. Torpedoes are explosive, and must not be affixed to end gates or railings, or left lying on platforms of cars or elsewhere, where children or unauthorized persons may pick them up.'

Ed Nowak, New York Central

**Brakeman H. M. Langham walks out to cover, as flagman, his freight train on New York Central's Michigan Division.**

Rev. Wm. K. Viekman, pastor, First Baptist Church, Pontiac, Mich.

**Still in service! Recent shot of New York Central 10-wheeler at Courtright, Ontario, Canada: Number 1291, Class F-82, built at the St. Thomas shops in 1900.**

"Answering Chas. Schmidt's query: I don't know which freight train was the longest, but the longest train that ran down Alameda Street, L. A., to the harbor was an SP freight consisting of 116 cars, including 45 Texaco gasoline tankers."

WANTED: anecdotes on the Cincinatti, Hamilton & Dayton. Rail historian Pim Blount, 1800 Shirley Ave., Hamilton, O., also asks former CH&D employes to write to him.

"WHICH locomotive was involved in the Denver & Rio Grande wreck near Eden, Colo., Aug. 7, 1904, when a train ran into a washout, killing about 95 people?" asks Fred Darrow, 133 E. Ave. 42, Los Angeles, Calif.

JOHNSON BAR (Question 27, Aug. issue). Locomotive historian Ivan Saunders, 216½ Sweetbriar St., Pittsburgh, Pa., writes: "Just try to make fast time with the Johnson bar in the corner! When it's down there, the engine is running her hardest. This was known as the company notch, because the engine presumably was making the most money by pulling everything in the yard.

"The faster you went, the more you hooked her up, by pulling the big lever back toward center. In the top center of the quadrant, the engine was 'on center' and, theoretically, should not move, but nobody took it for granted she wouldn't move. All the way back toward the rear of the cab, she was in reverse and would be pulling (or pushing) her best while in reverse."

A Chicago Great Western engineman writes: "Your portrait indicates that you are too young to understand a Johnson bar. It was a heavy lever, about chest high to a man standing, with a grip and latch lever at the top large enough to be operated with two hands when standing. I do not believe that any locomotive builder in U.S. or Canada has built an engine equipped with such a gadget since about 1925."

The letter includes some fine personal comments, which your *Information Booth* editor, being a woman, appreciates but will never publish.

Now listen to Clyde E. Parker, 1408 Mitchell St., Oakland, Calif.: "The Johnson bar's normal position is straight up, or neutral position, so that no steam will enter either end of the cylinder if the throttle should leak and let the engine run away., out of control.

"To drop her down in the corner means that you are going to start a heavy train or are climbing a hill, which requires all the steam you can get into the cylinders at each revolution of the wheels. Back in the corner is reverse motion. As the speed accelerates, you hook her up to shorten the valve travel and keep on hooking her up until you reach the speed limit for the load you are pulling and the grade over which you are traveling.

"An engineer who ran with the Johnson bar in the corner was called a *hog-mauler* and had a hard time keeping a steady fireman, for the heavy exhaust constantly kept the fire torn up and burned a lot of coal. After the roads became fuel-cost-conscious, many hoggers were given layoffs or *brownies* (demerits) for running with the bar down in the corner. There are three types of Johnson bar:

"(1) The old type, a straight bar with about three-quarters of it extending up into the cab and the rest below the floor, with a notched quadrant for holding it at the position wanted. You had to know how to handle this type, for if it got away from you it might break an arm or leg or even cave in your chest.

"(2) The screw-reverse type used the worm or nut and screw. It had a notched disc on the hand-wheel, with a pull on the housing to hold it in place.

"(3) The air-reverse type is a time-saving modern version of the screw-reverse. It took time to run the screw from extreme forward to extreme reverse."

ANSWERING S. B. Kurzina, Jr. (Aug. *Running Extra*), Ivan Saunders writes: The line running from Sinnemahoning, Pa., was the Sinnemahoning Valley RR., later taken over by the Buffalo & Susquehanna, then by the B&O. The remaining segment is now called the Wellsville, Addison & Galeton of the Salsbergs.

"Mention of the Lancaster, Quarryville & Southern prompts me to suspect that what is meant is really the three-foot-gage Lancaster, Oxford & Southern, formerly the Peach Bottom RR. There was also a Lancaster & Reading narrow-gage."

QUESTION 15, Aug. issue: RPO historian Bryant Long, 73 Elmwood Rd., Verona, N. J., recuperating from being hit by an automobile, comments: "The Gulf, Mobile & Ohio and other railroads boast many highway post offices beside the Union & Mobile route you mention. GM&O operates its RPO's through a subsidiary, Gulf Transport Co. In 1951 it was the first railroad to establish a so-called RPO bus, which ran between Jackson, Tenn., and Meridian, Miss. Later it began operating one from Chicago to St. Louis. At least 18 railroad-operated highway routes were instituted by the GM&O, the Northern Pacific, the SP, the Central of Georgia, etc."

ADDING to the list of international railway tunnels printed in our August issue and continued in October is tun-

nel No. 4 of the San Diego & Eastern Arizona, linking U. S. with Mexico. "I rode through it many times while passenger service was still available," writes E. Fritz Schumacher, 195 E. Sierra Madre Blvd., Sierra Madre, Calif.

"I know of several White Pass & Yukon tunnels under the International Border between Alaska and British Columbia," writes Allan Meyer, 176 Orinda Highway, Orinda, Calif. "I am a native of England. As a boy I spent many holidays in Dover near the site of the proposed tunnel under the English Channel. Work on that project was actually started in 1872 and had proceeded about two miles undersea when operations were halted. I vaguely recall seeing the abandoned workings."

Says rail historian Roy Carlson, 2601 Poinsette Drive, Fort Wayne, Ind.: "There was also a project to tunnel under the Detroit River to connect the Canada Southern with the Chicago & Canada Southern, but this plan flopped when the Vanderbilts bought both roads. It's quite a story. I have much material on it."

ITEM 25, Aug. issue: "Aside from the Hudson-type engines running on the New York Central system," writes J. Schoenbein, 322 Hess Ave., Erie, Pa., "I recently saw Nickel Plate Hudson-type No. 174 doubleheaded with a Berkshire bound for Buffalo from Erie, pulling NKP freight 39."

"WHO can give me information on NYO&W 4-4-0 Camelback No. 1 and 0-6-0 Camelback No. 60 and what types the NYO&W had?" asks Warren Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa. "On request I will gladly supply data about Camelbacks of the Reading, the Lehigh Valley, the Canadian Pacific, and the Lackawanna."

INFORMATION sought by Mr. Shuler (Aug. issue) is given by S. Lancaster, 7 Waterhouse St., Cambridge, Mass.: "The Troy & Boston was incorporated in New York State to build a line easterly from Troy. It was intended to form part of a direct low-grade route to Boston. The line went as far as Eagle Bridge by 1852 and to the New York-Vermont line two years later. In 1887 it was merged with the Fitchburg Railroad, which in turn became part of the Boston & Maine in 1900.

"A short line, the Albany Northern, also was known as the Albany & Vermont. Apparently completed in 1860, it was soon abandoned and dismantled. If such a road appeared on an 1854 map, it must have been shown as a projected line."

Santa Fe Railway

**The Santa Fe's only lady car distributor, Miss Margaret Innerhofer, is unmarried, owns her home, and works in the dispatcher's office at Fort Worth, Texas. "I love railroading," she says, "every minute of it!"**

GEARED LOCOS. W. H. Watts asked (Aug. issue) where he could see and photograph geared steam engines (Shay, Heisler or Climax) in the East. John Killoran, 315 Dell Drive, Lewisburg, W. Va., sends the following list of West Virginia logging and mining roads which have geared steam power:

Richwood, 34 miles northeast of Rainelle: Cherry River Boom & Lumber Co., about 50 miles of standard-gage railway.

Ellamore, 25 miles west of Elkins on US route 33: Moore-Keppel Lumber Co., standard-gage logging line.

Fenwick, 4 miles west of Richwood on W. Va. route 39: Ely-Thomas Lumber Co. (One of its geared locomotives is a sister to No. 6 on the Pone Creek RR. at Freehold, N. J.) Both standard- and narrow-gage rail lines.

Rainelle, 70 miles east of Charlestown on US route 60: Meadow River Lumber Co. boasts the world's largest hardwood lumber mill and a standard-gage, 15-mile, logging line, the Meadow River RR.

Clifftop, 16 miles west of Rainelle on US route 19: Massey Coal Co., Manna Creek RR., 10 miles, narrow gage.

Widen, 40 miles north of Gauley Bridge: Elk River Coal & Lumber Co. 18-mile standard-gage Buffalo Creek & Gauley RR.

Mr. Killoran writes: "The largest and best of these roads are located within a 50-mile radius and could easily be viewed on a single day."

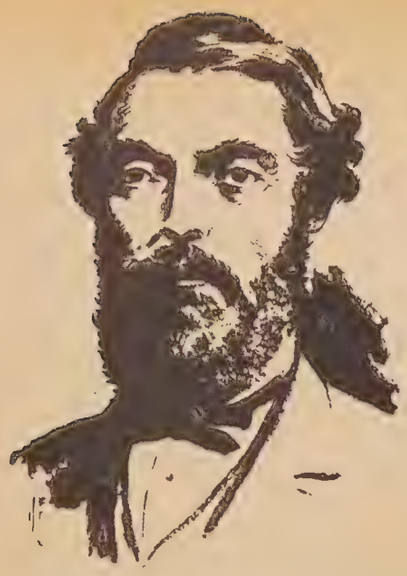
Leland Cater, 122 Ferry St., Hudson, N. H., sent us a snapshot of a Shay geared locomotive he took at a roadside stand in or near Lincoln, N. H., on U.S. highway route 3.

Robert Brown, Sr., Milan, Mich., age 75, tells us that a $250,000 operating museum of Michigan's once-famous logging industry, to be called *Northwoods*, will be built near Ann Arbor. It will include a two-mile narrow-gage railroad, with four Shay and Climax locomotives and a dozen cars.

ANSWERING a request in our June issue, Charles P. Wales, 4107 Old Mt. Vernon Rd., Alexandria, Va., tells about a wreck that occurred on the Hannibal & St. Joseph in 1864. A passenger train making about 8 mph. hit a broken rail near Stewartsville, Mo., and caught fire, injuring about 250 people. The wreck was pictured in Sept. '35 *Railroad*.

"August '56 issue: Burdell Bulgrin asked about the Fairchild & Northeastern. An illustrated history of it appeared in Railway & Locomotive Historical Society *Bulletin* 52. Jim Bullard asked about the Deadwood Central and the Black Hills & Ft. Pierre. Both were taken over by the Burlington, the first in 1892, the second in 1901. Neither was abandoned before 1930. The Feb. '39 *Railroad* carried an illustrated article on the BH&FtP."

THE MAN seen on page 32 is inspecting the chains and other devices that secure the highway trailers on flatcars. He is Pennsylvania Railroad car inspector Michael Smelko, of Conway, Pa. The tie-downs are inspected at every stop to make sure the trailer is firmly secured.



Ex-railroader Edwin L. Drake started the great oil boom.

# WOODEN COACHES TO OIL CREEK

*All Sorts of Characters Flocked to Titusville, Pa., in the 1860's; They Jammed the Cars, Rode the Car Roofs, the Tender, and Even the Long, Pointed Cowcatcher*

**by Harry Ridgway**

BECAUSE a resigned New Haven Railroad conductor was allowed to retain his pass, he used it back in 1857 to take a 500-mile ride that resulted in touching off a boom which revolutionized the economy of the whole world.

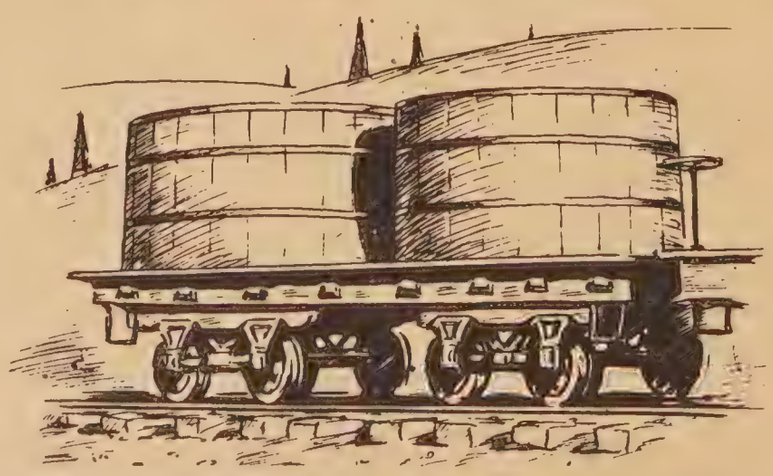
The 38-year-old, dark bearded, silk-hatted Edwin L. Drake was selected by an oil-minded syndicate to go from New Haven, Conn., to Titusville, Pa., and drill for oil. The idea originated with the thrifty head of the syndicate, who reasoned that Drake could travel on his pass and thus save train fare. Of course, the New Haven didn't run down to Titusville—in fact, no railroad at all entered the future oil city in those days—but Drake's pass carried him as far as Erie, Pa., and he journeyed the rest of the way in a lumbering stagecoach.

What he knew about oil-drilling you could have stuck in your left ear; but, like most railroaders, Drake had the knack of improvising, and he set to work. People laughed at his clumsy efforts. But in August, 1859, less than two years before the Civil War, they suddenly stopped laughing. A gusher of sticky black liquid shot skyward, making Ed Drake the first man in history to drill successfully for oil.

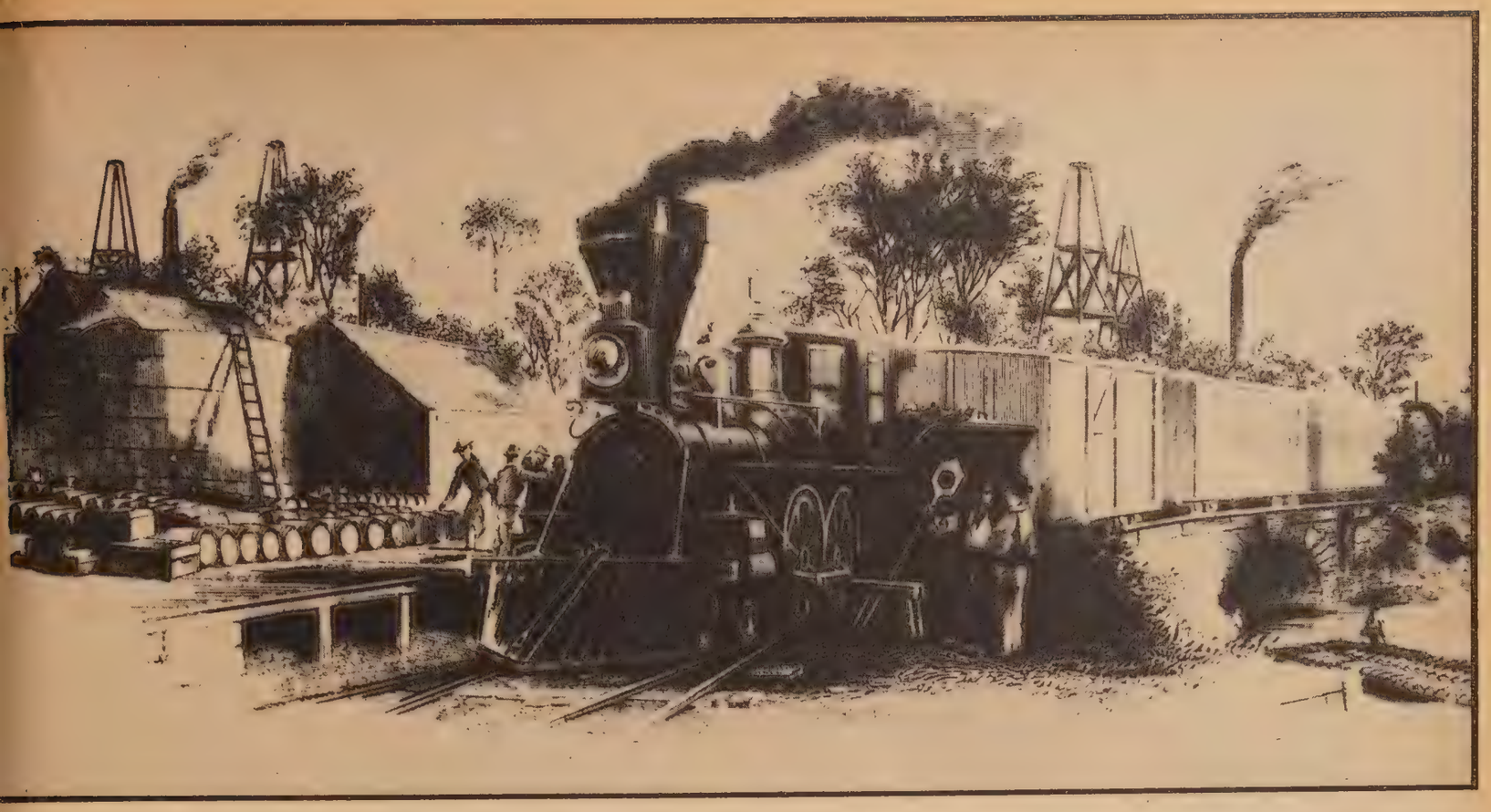
The news spread fast, mostly by telegraph and word of mouth, and in no time at all the trek began. The biggest scramble since the California gold rush of '49 was generally referred to as the "oil excitement."

Farmers deserted the plow, storekeepers closed up shop, and all sorts of characters from preachers to card sharps flocked to the land of "liquid gold," each man aiming to get rich quickly. They traveled by horse and buggy, by creaking wagon and stagecoach, on horseback and afoot; and later, when a railroad was built to Titusville, they rode the wooden, open-vestibuled coaches.

Women, too, filtered into the region around Oil Creek. The first arrivals were mostly scarlet hussies with voluptuous curves and lacy red petticoats—gals who knew from experience that wherever males went there would be a demand for females of one kind or another. A few respectable ladies showed up also, and this number increased as time went on and various churches were built.



Predecessor of modern tanker was this arrangement of wooden vats on a flatcar.



**This type of train served Pennsylvania oil fields during the Civil War and shortly afterward. Note the primitive switch.**

Take a typical scene in November, 1864. A group of several hundred rough-looking men with three lone women huddled together for protection milled around the small, rickety, union station at Corry, Pa., about thirty miles north of Titusville. The drab waiting-room could not accommodate more than a fraction of the motley crowd that swarmed in to seek shelter from the thickly falling snow and to buy tickets.

The men pushed, jostled, and elbowed one another as they struggled to reach the ticket window, demanding tickets to Titusville, Miller Farm, and Shafer Farm, all in the oil region. Even after the harrassed ticket-seller had sold fares to more men than the little train could hold, the crowd kept up the clamor and he continued selling.

Most of the men were bearded. Many carried carpetbags that held their only belongings. A few wore broad-brimmed black hats like the headgear of Amish farmers today. Some carried umbrellas. Here and there were several with packs on their backs. One had a pouch suspended from a strap over his shoulder.

Corry was a junction point where the Atlantic & Great Western (now the Erie) met the Philadelphia & Erie and the Oil Creek railroads (both of which have since become part of the Pennsy). The Oil Creek line had been completed only two years before between Titusville and Corry. Later it was extended to Miller Farm and Shafer farm. This line was built because shippers had become fed up with the arrogance and high wages charged by teamsters for hauling barreled oil to rail shipping points, the nearest being twenty miles away. The Oil Creek Railroad did a huge oil and passenger business.

That day in '64 the train backed into the depot. Impatiently, the throng watched the rear end of its last coach edge around a warehouse toward the station, having reversed on the wye for the return trip. In all, there were three coaches, coupled with links and pins and powered by the *Oil City*, a woodburning eight-wheeler. A brakeman standing on the lower step gestured with his left hand, warning passengers to clear the track.

Then came the stampede! Clutching their possessions, the mob stormed the train, each man intent on getting a seat for the 30- or 36-mile trip. The three helpless women were whirled aside like leaves in a high wind as oil-mad adventurers fought their way into the coaches, immediately filling all the seats and every foot of standing room.

And still they kept jamming in. The aisles, platforms, and steps were densely packed with stinking humanity. Many bold citizens sprawled atop the coaches, holding on as best they could, or crowded onto the tender and the long, pointed cowatcher, preferring to ride outside in a snowstorm rather than be left behind.

At length the train started. With her bell ringing and whistle screaming, the *Oil City* pulled gingerly out of town with her super-crowded cars. Her drives were slipping, but a shot of sand permitted them to take hold of the iron rails. Cinder-bearing smoke belched from the wide, flaring stack, momentarily

veiling the men on top of the coaches.

The conductor had a desperate job. How he managed to wedge his way through the cars, collecting and punching tickets, will never be known. The main topic of conversation was oil. Even the Civil War, then raging, took second place.

The puffing locomotive slowed to a crawl as she climbed the snowy summit between Corry and Spartansburg. Again sand was poured on the rails, this time to keep her from stalling. The train of three coaches, each with crowded open vestibules and a pot-bellied stove, now cherry-red, swayed and twisted as it clattered through Oil Creek Valley over some of the toughest track in America.

Sudden jolts of link and pin couplers took up the slack. Brown smoke billowed from the stack to mingle with the white-shrouded trees and waft across the fields. Cinders pelted the roof-riders.

Two miles below Hydetown a couple of derricks loomed like tall, gaunt skeletons against the sky, barely visible in the storm. The little train rolled past the Drake well, that historic spot where a former railroad conductor had struck oil, causing the mad rush. The men riding the car tops must have looked like polar bears and felt miserably cold, but they stuck it out.

A few passengers swung off at Titusville; almost as many got on. As the *Oil City* reached the fabulous land she chugged through a forest of snow-covered derricks and rumbled over bridges of timber, hastily built across the ravines and Oil Creek itself. A brief stop at Miller Farm gave the excited passengers their first real whiff of crude oil. Five minutes later the train reached Shafer Farm, end of the line. By this time the snowfall had eased up, but a thin white blanket covered the animated scene.

Here was a mushroom oil-shipping point. Scores of Densmore-type tank cars stood on sidings, each bearing two wooden upright vats. Long warehouses held thousands of barrels of oil. Rickety wooden racks for loading tank cars lined the tracks for hundreds of feet.

Men on horseback shouted orders to the workers. Derricks loomed up through the hemlocks on the nearby hills. Three hundred teamsters were unloading barreled oil from wagons, pulled there by unmercifully-abused horses and mules through deep slushy mud. Clerks hustled around with pads and pencils.

Everything reeked of oil—the air, the clothing, the conversation. A greenish scum floated on Oil Creek.

Out of the coaches piled the hungry, thirsty, eager passengers—an uncounted number of men and the three ladies who somehow had managed to squeeze on board the train. The seething mass of humanity rushed into hotels, restaurants, and saloons, few men bothering to scrub off the grime of train travel. One dollar paid for a good meal in the boom towns that dotted Oil Creek, but your chance for getting service from an overworked waitress was rather slim unless you tipped in advance.

Thus the railroad trip ended, and pretty soon the stomachs were filled. Just ahead lay adventure, toil, hardship, and maybe, if you were lucky, a pot of gold. The oil prospectors, picking up their carpetbags, packages, and umbrellas, began to look around. Each man was doubtless thinking of a scheme to make that first million.

Right now the town was almost solidly masculine. But already the general stores were carrying perfume, corsets, and red petticoats. ●

# Test Your Railroad Knowledge

HERE are 20 questions, some technical and some historical. Counting 5 credits for each correct answer, how much would you score? (Answers on page 45)

1. Is there such a thing as a coal-fired gas-turbine locomotive?
2. Which is the world's longest continuous electrified railroad?
3. Define *bed sticks.*
4. If special instructions printed on an operating timetable are found to conflict with the Book of Rules, which should you follow?
5. Which is usually the peak freight-traffic month on American railroads?
6. If a mile of track has 3,017 crossties, how many tie-plates does it need?
7. (a) How many railroad companies operate in U.S. today? (b) How many were there around the turn of the century?
8. Who invented the locomotive steam whistle?
9. What kind of warning device did crews use before they had whistles?
10. Who was the first man to install steam whistles on American-built locomotives?
11. Under what circumstances should the booster be used when a locomotive is backing up?
12. Has the dieselization of motive power decreased or increased the average tractive effort per locomotive unit?
13. What is a cribbing machine?
14. Guess how many ton-miles of revenue freight are hauled by the average American freight train in an hour?
15. When did the Louisville & Nashville begin passenger service?
16. Where was the first building to be used solely as a railroad ticket office?
17. Which parts of the locomotive booster should the engineer oil before leaving the terminal?
18. Approximately how many "blue light" freight cars are there in America today? (That is, how many freight cars on the rip track being repaired or awaiting repairs?)
19. When and where were 24-hour timetables first introduced on North American railroads?
20. When was the first patent granted on a dome observation car? ●

George Krambles, c/o Chicago Transit Authority, Box 3555, Chicago, Ill.

**In 1909 the Chicago-New York Air Line bought this car for use on its subsidiary, the Goshen, South Bend & Chicago Ry.**

# 750 MILES IN TEN HOURS!

*Chicago-New York Air Line Promoters Promised Average Speed of 75 Miles per Hour between America's Two Biggest Cities*

## by BLAKE A. MAPLEDORAM

ASSISTED BY E. J. QUINBY

DECEMBER sleet was lashing the Windy City one cold day in 1905 when a small group of pioneers, intent on building a new railroad, met in a Chicago office and pooled $800 to pay for a full-page advertisement in the Chicago Sunday *Tribune.*

Months passed. The ad did not appear until July, 1906, three months before the first issue of *Railroad Magazine* came out. According to the ad, a new electric system to be known as the Chicago-New York Electric Air Line Railroad would link the two greatest cities in America in a line as straight as an arrow, and the company was ready to start

grading the right-of-way and laying ties and rails.

Chicago to New York in ten hours! That's what the ad promised. Modern, streamlined, electric locomotives would rush passengers, mail, express, baggage, and freight over a double-tracked speedway at an average rate of 75 miles per hour!

It would be a line without curves or grade crossings, and with a maximum grade of one-half of one percent—26 feet to the mile—at least as far west as the Allegheny Mountains. It would span valleys on high fills, crossing streams on high viaducts, penetrating hills through deep cuts, and using tunnels bored straight through the mountains of Pennsylvania.

According to the pipe-dream, the main line would not touch any large center of population except the two terminals, but branches would be built to various points en route. By this means the promoters aimed to cut the distance between the two great cities to 750 miles, although the shortest route at that time, the Pennsy's, covered 908 miles in about 18 hours.

This dramatic news flashed around the world. Telegrams and letters asking for details poured into the Majestic Building so thickly that the new company had to rent an entire floor and staff it with clerks to answer them. When stock was offered to the public at $25 a share, a mob of buyers swarmed into the building an extent that regular tenants could hardly get near their own offices.

Publicity men ballyhooed the project with such appeals as "Here is your opportunity!" and "The chance of a lifetime!" They pointed out that the new road would be built entirely by stock subscription—no bond issues. This meant, they said, that all earnings above actual operating expenses would accrue to the stockholders as dividends. One ad read:

Don't sit around and growl at the Standard Oil Company. When the Air Line, with no bondholders, earns 15 percent on your money, the stock for which you paid $25 a share will be worth $300 . . .

**Each of the Air Line's first two coaches, 101 and 102, painted green, boasted**

This is for the man with the ordinary income. No rich capitalist will put up the money and absorb all the profits.

This ad was true in one respect: no capitalist could "absorb all the profits." There weren't going to be any to absorb!

The winter of 1906-'07 found the company with 15,000 get-rich-quick subscribers on the books and more than two millions of cold cash in a Chicago bank. By this time they decided to start building. Someone recommended me as chief engineer, and Colonel U. P. Hord, one of the promoters, said:

"Find Blake Mapledoram, turn him loose, and consider the road built."

They located me at Memphis, Tenn., where I was rehabilitating the city railways for a New York firm, and put me to work on the Air Line. That was February 2, 1907.

My better judgment told me to wait until the spring thaw, but the promoters wanted action right away.

"We have millions," they boasted, "and the stockholders are crying for results."

THE FACT that big rail magnates of the day poo-poohed the scheme as impractical did not discourage either the management or the investors. Men with stardust in their eyes attributed the opposition to the fear of competition. The promoters knew nothing at all of railroad construction. From the very start we had waste and mismanagement, and this lasted until the sorry ball of yarn was wound up eighteen months later.

You can hardly blame the public for being gullible. Remember, this was back in 1906. The stage was set for just such an ambitious undertaking. Electric motive power was just coming into use. Fast interurban trolley lines were shooting out in all directions, robbing the steam roads of suburban traffic and, later on, inter-city traffic also. The interurbans were acquiring much express and freight business and were getting a few mail contracts. They were even putting on sleepers and a few diners.

Then the steam roads began waking up to the formidable competition offered by juice lines. The New Haven, under President C. C. Mellen, adopted the policy of buying up all the competing electric lines in New England, while both the New Haven and the influential Pennsylvania had already acceded to popular demand by launching costly electrification projects.

Yes, in those bright days, electric

**four 75-hp. Westinghouse motors, control equipment, air brakes, and trolley poles.**

railroading was an up-and-coming thing. The public was in a receptive mood for the Chicago-New York Air Line Railroad. Alexander C. Miller headed the new company. More than six feet tall, he was heavily built, wore a black felt hat, and smoked fat cigars. He was suave and genial in manner—just the kind of front man the promoters needed to inspire confidence. He had a good railroad background, too. As a boy he'd gone braking on the Lake Shore line, later becoming a telegraph operator on other roads, and then a train dispatcher, and still later chief dispatcher on the Burlington at Aurora, Ill.

On September 1, 1906, a crowd congregated three miles south of La Porte, Ind., for the official ground-breaking ceremony. Mr. Miller did the honors with a silver spade. People cheered; a brass band played. Then a gang of laborers started to dig in earnest

The new railroad was beginning to shape up. But slowly. Red tape, winter, and frozen ground delayed the progress. Not until May 1, 1907, did we complete the first stretch of track—a three-mile spur from the ground-breaking scene on the main line to the city of La Porte. The stockholders grinned with joy. Prosperity seemed so very near.

Special trains loaded with stockholders and prospective investors ran from Chicago almost daily. All persons who came along to inspect the new railroad were given free lunches—the only dividend they received from their investment. Meanwhile, a monthly publication known as *Air Line News* was launched under the editorship of Charles P. Burton to keep up popular enthusiasm with news items, photographs, and maps.

Each step in the progress of building this remarkable railroad was dramatized and triumphantly reported. Stockholders proudly showed the magazine to their friends. The fever spread, money poured in, and the construction work pushed merrily on. Those stockholders were dancing on the edge of a precipice—but they didn't know, until it was too late to pull out.

Perhaps the most colorful character in the whole Air Line melodrama was Colonel U. P. Hord. With a broad-brimmed hat, a tight-waisted coat, an Ascot tie, and an impeccable white vest spanned by a massive gold watch chain, the Colonel cut an aristocratic figure. His was the task of acquiring for the railroad as much right-of-way as possible for as little cash as necessary. This called for diplomacy.

Probably no right-of-way agent ever undertook a more difficult task, for in the usual process of laying out a railroad, alternate routes are traced on the map and each property-holder is cleverly led into low-bidding against his neighbor in the effort to induce the railroad to select the line through *his* property. The result is that the railroad benefits from the downward sliding property prices. But not so with the Air Line venture. This was a road with a definitely pre-established course, advertised to be built in a straight line.

But Colonel Hord's affable and winning personality, his convincing oratory and his affluent glow, impressed the owners of farm land to such an extent that many of them surrendered options on their property in exchange for Air Line stock.

At the time of the ground-breaking, the stock was selling for about $40 a share, with a "real value" of $100, which the Air Line guaranteed would be paid to any stockholder who wanted his money as soon as the line reached Gary, Ind. In another two months it sold at $51.

BY THE FALL of 1907 our equipment consisted of 60 mule teams purchased in St. Louis for $22,000 (later sold for $11,000), 42 wheelers, three locomotives with flatcars and self-dumping dirt cars, a Vulcan 2½-yard shovel, a steam grader, a warehouse with $10,000 worth of supplies, a powerhouse, a three-car barn complete, and two $11,000 electric passenger cars, built at Niles, Ohio, to carry stockholders over the line free.

The passenger cars, delivered in May, 1907, were big, smart-looking, green, interurban types built to order by the Niles Car Works. They were 50-foot combination baggage-passenger coaches, with steam-type roofs, sturdy wooden pilots, and windows grouped in pairs with stained-glass arches above. Each was equipped with four 75-hp. Westinghouse motors and control equipment, air brakes, and trolley poles.

"These cars are suitable for local service over the first 100-mile division," President Miller announced

1910
C. N. Y. E. A. L.
CHICAGO TO NEW YORK IN TEN HOURS
Chicago-New York Electric Air Line R. R. Co.
BLAKE A. MAPLEDORAM
MANAGER
General Offices: Majestic Bldg., Chicago, Ill.
LaPorte, Indiana,

**Official letterhead shows freak type of electric locomotive that was contemplated for the dream railway but was never built.**

blandly, "but the through limited equipment will, of course, be of a different design."

The site for the huge 10,000 kilowatt power plant that was designed to supply the entire 100 miles of the first division was originally located where the Air Line route crossed the Little Kankakee River. There a ten-acre plot was bought, but in September, 1907, the site was changed to South La Porte. By then, surveys had been completed as far east as the Ohio state line. As material was purchased and delivered, we extended the road westward, hung up trolley wire, ballasted and bonded the track; and before long the two interurban cars were rolling back and forth over two or three miles of main line.

Along the letterboard of each was the grandiloquent inscription, *Chicago—Air Line—New York,* lettered in gold leaf. Over the center window on one vestibule of each car the destination, *Chicago,* also was lettered in gold leaf, and on the other end, *New York.* The two cars were numbered 101 and 102 respectively.

The crews sported dark blue broadcloth uniforms, with two gold-braid bands encircling the caps, on the front of which appeared the gold-embroidered word *Motorman* or *Conductor.* Air Line officials believed in doing things in style.

The visiting prospective stockholders were greatly impressed. After a breath-taking ride over the initial stretch of Air Line speedway, they were practically speechless and were ready to buy all the stock they could immediately afford and to subscribe for a few additional shares on the instalment plan. Air Line prosperity was on the ascension. One of the motormen, C. P. Lyon, fell heir to more than $1,000,000 from an English estate, invested some of it in Air Line stock, and stayed on the job, not wishing to give up the pleasure of running the fast cars.

CONSTRUCTION progressed in 1907 until winter closed in and made work uneconomical. Snow drifted into the deep cuts, filling them up level with the surface, and the beautiful green cars stuck fast in the drifts 30 feet deep. Having no snowplow equipment, the employes set to work digging them out with shovels.

That winter the nation experienced one of its periodic depressions. New sales of Air Line stock dropped to almost nothing. People who had undertaken to buy stock on the instalment plan, being thrown out of work, could not keep up their payments. Although the public had already pledged enough money to build the entire first division of 100 miles between Chicago and Goshen, Ind., the money was not forthcoming and so we had to curtail construction work. It is said that the only two companies in northern Indiana that paid their employes in cash that winter were Standard Oil and the Air line.

Around that time we had 750 men on the payroll. We also had 25 miles of sand-ballasted roadbed, 50 miles of right-of-way fences in position, overhead crossings above the Monon and Pere Marquette steam roads, and a Wabash crossing ready for the girders. Our right-of-way was 100 feet wide. We paid for it as we laid steel. Thus far, the road was absolutely straight.

It was only by authorizing an issue of $680,000 worth of cumulative 7 percent preferred stock that the Air Line directors were able to raise enough money to keep a skeleton crew together, and to resume construction work in May, 1908, when cutting, filling, and grading went forward.

Twenty-five miles out of La Porte, we made a million-yard cut to fill in the Coffey Creek Valley, a half-mile across. The highest point of the temporary trestle was 45 feet above ground. For it alone we bought 40 acres of standing timber.

We finished the main line from La Porte to a point south of Chesterton, Ind., about 20 miles. But dark clouds were gathering. With a $30,000 monthly payroll to meet and with stock sales lagging, we were ordered to ease up on purchases and to close the steam-shovel camp.

Anxious to show some sort of income, however small, the management built an amusement resort in a shady grove beside the track about six miles from La Porte, including a pavillion with a dance floor and a

band stand. Refreshment booths, games, swings, and other amusements were set up. Soon the two big green cars were hauling capacity crowds to Air Line Park and racing back to La Porte to pick up the other passengers.

Band concerts, famous vocalists, and vaudeville acts were booked and well advertised. A primitive motion-picture projection machine, the latest model at that time, regaled the park's customers with celluloid melodramas and comedies after darkness had settled over the grove. At the end of each evening's festivities, the cars began racing into La Porte with the tired merrymakers.

Near Westville, the Air Line's track was crossed by a country road leading to that town of 2000 inhabitants. The track was made serviceable to that point, poles and wires were put up that far, and in June, 1908, operation was extended for the benefit of Westville passengers. La Porte merchants established a free bus line between the Air Line's little wooden station and the town of Westville. Thus the Air Line had another source of revenue.

MEANWHILE, the new steel town of Gary had begun to boom, and the Air Line management rushed in to grab its streets as a feeder to their struggling railroad. For this they pulled off a stunt that several lawyers branded as illegal; they reshipped some of the material they had bought for Air Line construction only, and with it they built a street railway in Gary.

No material should have been diverted for such use without the stockholders' consent.

Then in April, 1909, the Air Line ordered three new passenger trail cars from McGuire-Cummings of Paris, Ill. They were to be Pullman green like the two original motor cars, and 44 feet long, 8½ feet wide, flush deck, double truck. These cars were designed to handle the extra Air Line Park business, and they were delivered on June 20, just in time for the season's rush. Numbered 103 and 104, they were operated in trains with 101 and 102 on the subsidiary Goshen, South Bend & Chicago Railway.

Gradually, the Air Line Railroad construction slowed up, with men and supplies moving on to Gary. As chief engineer of the Air Line, I had not contracted to build a street railway nor the interurban lines scheduled to radiate from Gary, nor had our 15,000 stockholders shelled out their money to finance separate Gary operations. Beyond doubt, something tricky was going on.

Finally, my salary was held up, and I resigned. Then the wreckers got in, like a flock of vultures. They dismantled everything we had built in 1907 and 1908 and sold it cheap.

The stockholders lost every dime and the company itself went broke.

Let's see what happened. On February 2, 1907, the company had more than $2,200,000 in Chicago banks. I saw the figures. My office spent $526,000 for payrolls, supplies, and equipment, while the company paid out half a million for other expenses. That left a balance of about $1,174,000. I never knew what became of that balance. Neither did the stockholders.

Twenty years later, passing through La Porte, I dropped off a New York Central train and walked over the Air Line's former right-of-way. Nothing was visible except the million-yard cut and the embankments. Trees six or eight inches in diameter were growing where once had been a high-class roadbed.

Too bad the project fell through! We could have built a great electric railway. In my dreams I can see those big green cars burnishing the rails between Chicago and New York—750 miles in ten hours! ●

# Answers to Quiz on Page 40

1. Not yet. But the Locomotive Development Committee, after 11 years of laboratory research, announces that the building of a coal-fired gas-turbine locomotive will probably be started next year.

2. The nationalized Swedish line that extends 1,170 miles between Trelleborg, Sweden, and Narvik, Norway.

3. An early term for cross-ties.

4. Timetable special instructions.

5. October.

6. 6,034 tie-plates.

7. (a) 651. (b) 1,224.

8. George Stephenson, locomotive builder.

9. In early days, the engineer carried a tin horn to blow as a warning of the engine's approach to horsemen, stagecoaches, farm wagons, and pedestrians.

10. George Washington Whistler, an American railroad official who later won fame as the chief engineer of Russia's first important railroad. His son was the artist John McNeill Whistler, famed for portrait of mother.

11. None. The booster is designed for use in forward motion only.

12. Substantially increased. In 1941, for instance, when the railroads owned 39,624 steam locomotives and 1,267 diesel-electric units, the average tractive effort was 51,428 pounds per unit. In 1955, with 6,050 steam locomotives and 24,700 diesel-electric units, the average tractive effort was 61,100 pounds per unit.

13. A device for removing ballast from between railroad ties.

14. 25,268.

15. On August 25, 1855, the first L&N train carried excursionists from Louisville, Ky., southward 12 miles to end of track.

16. New Castle, Del., on the Newcastle & Frenchtown (now part of PRS), erected in January, 1832.

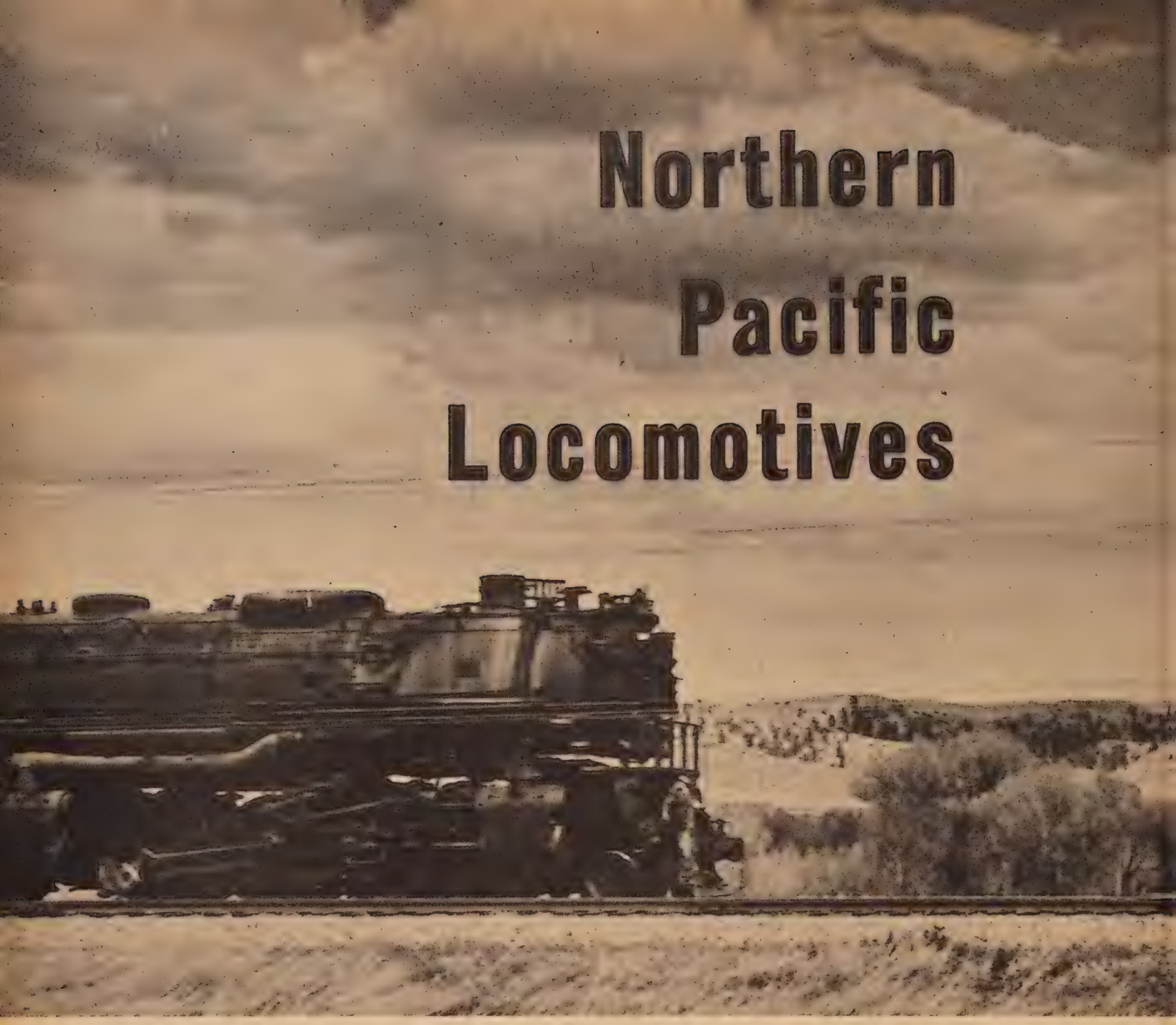
17. No part. That job should be done at the engine-house.

18. Latest figure we have, about 75,000, is being reduced daily.

19. August, 1886, on the Canadian Pacific's Western Division. The 24-hour system continued to be used by CPR and published in Traveller's *Official Guide* until World War I.

20. In 1891 such a car was invented and patented by T. J. McBride, Winnipeg, Canada, and was pictured in *Scientific American*, May 6, '91. ●

# Northern Pacific Locomotives



East- and Westbound freights on the Northern Pacific meet and pass at Greycliff, Montana, with CTC operation.

## DIESEL-ELECTRIC LOCOMOTIVES

| Model | Units Owned | Road Nos. | Engine | Weight | Tr. Eff. | Bldr. | Date |
|---|---|---|---|---|---|---|---|
| Sw. | 1 | 98 | 8 cyl., 380 HP | 89,000 | 21,870 | GE | 1946 |
| NW-1 | 1 | 100 | 12 cyl., 900 HP | 256,950 | 63,150 | EMD | 1938 |
| NW-2 | 3 | 101-103 | 12 cyl., 1000 HP | 249,500 | 61,500 | EMD | 1940 |
| NW-2 | 3 | 104-106 | 12 cyl., 1000 HP | 247,800 | 61,100 | EMD | 1941 |
| SW-7 | 8 | 107-114 | 12 cyl., 1200 HP | 246,270 | 60,730 | EMD | 1949 |
| SW-9 | 4 | 115-118 | 12 cyl., 1200 HP | 246,270 | 60,730 | EMD | 1952-'53 |
| SW-1200 | 11 | 119-129 | 12 cyl., 1200 HP | 246,740 | 60,900 | EMD | 1955 |
| SW-1200 | 1 | 130 | 12 cyl., 1200 HP | 246,540 | 60,850 | EMD | 1956 |
| SW-1200 | 4 | 131-134 | 12 cyl., 1200 HP | 246,820 | 60,920 | EMD | 1956 |
| GP-9 | 14 | 200-213 | 16 cyl., 1750 HP | 256,940 | 62,590 | EMD | 1954-'55 |
| GP-9 | 4 | 214-217 | 16 cyl., 1750 HP | 259,100 | 62,600 | EMD | 1955 |
| GP-9 | 13 | 218-230 | 16 cyl., 1750 HP | 258,030 | 62,330 | EMD | 1955 |
| GP-9 | 10 | 231-240 | 16 cyl., 1750 HP | 256,950 | 62,060 | EMD | 1955 |
| GP-9 | 1 | 241 | 16 cyl., 1750 HP | 257,430 | 62,710 | EMD | 1955 |
| GP-9 | 1 | 242 | 16 cyl., 1750 HP | 253,650 | 61,770 | EMD | 1955 |
| GP-9 | 1 | 243 | 16 cyl., 1750 HP | 256,570 | 62,500 | EMD | 1955 |
| GP-9 | 2 | 244-245 | 16 cyl., 1750 HP | 252,800 | 60,750 | EMD | 1956 |
| GP-9 | 14 | 246-259 | 16 cyl., 1750 HP | 258,500 | 62,450 | EMD | 1956 |
| GP-9 | 1 | 260 | 16 cyl., 1750 HP | 247,700 | 59,750 | EMD | 1956 |
| Sw. | 2 | 400-401 | 8 cyl., 1000 HP | 239,600 | 58,930 | BLW | 1941 |
| Sw. | 2 | 402-403 | 8 cyl., 1000 HP | 236,900 | 58,100 | BLW | 1942 |
| Sw. | 4 | 404-407 | 8 cyl., 1000 HP | 240,500 | 59,220 | BLW | 1944 |
| Sw. | 4 | 408-411 | 8 cyl., 1000 HP | 241,300 | 59,490 | BLW | 1944 |
| Sw. | 16 | 412-427 | 8 cyl., 1000 HP | 242,300 | 59,440 | BLW | 1945 |
| L-S | 2 | 500-501 | 8 cyl., 1500 HP | 257,500 | 62,250 | BLW | 1948 |
| R-S | 1 | 525 | 8 cyl., 1500 HP | 299,400 | 73,550 | BLW | 1948 |
| GP-7 | 2 | 550-551 | 16 cyl., 1500 HP | 254,450 | 61,060 | EMD | 1950 |
| GP-7 | 4 | 552-555 | 16 cyl., 1500 HP | 252,550 | 60,950 | EMD | 1951-'52 |

All NP pictures by Frank McKinlay, Rail Photo Service, 310 Sherman Bldg., Boston, Mass.

**Both locomotives are simple Mallets, Class Z6, 5100 series, built by Alco at Schenectady in 1936 and '37. (See page 49.)**

| Model | Units Owned | Road Nos. | Engine | Weight | Tr. Eff. | Bldr. | Date |
|---|---|---|---|---|---|---|---|
| GP-7 | 1 | 556 | 16 cyl., 1500 HP | 251,110 | 60,600 | EMD | 1952 |
| GP-7 | 2 | 557-558 | 16 cyl., 1500 HP | 252,620 | 60,980 | EMD | 1952 |
| GP-7 | 1 | 559 | 16 cyl., 1500 HP | 249,900 | 60, 00 | EMD | 1952 |
| GP-7 | 4 | 560-563 | 16 cyl., 1500 HP | 254,250 | 61,390 | EMD | 1953 |
| GP-7 | 5 | 564-568 | 16 cyl., 1500 HP | 250,200 | 60,900 | EMD | 1953 |
| GP-7 | 1 | 569 | 16 cyl., 1500 HP | 252,350 | 61,250 | EMD | 1953 |
| Sw. | 1 | 602 | 6 cyl., 660 HP | 197,500 | 48,440 | Alco | 1940 |
| Sw. | 1 | 603 | 6 cyl., 660 HP | 198,000 | 48,540 | Alco | 1945 |
| Sw. | 1 | 650 | 6 cyl., 660 HP | 201,760 | 49,500 | BLW | 1940 |
| Sw. | 2 | 651-652 | 6 cyl., 660 HP | 197,800 | 48,410 | BLW | 1942 |
| S-1 | 13 | 700-712 | 6 cyl., 1000 HP | 230,000 | 56,570 | Alco | 1941-'43 |
| S-4 | 7 | 713-719 | 6 cyl., 1000 HP | 229,700 | 56,200 | Alco | 1951-'53 |
| S-4 | 5 | 720-724 | 6 cyl., 1000 HP | 230,275 | 56,275 | Alco | 1953 |
| S-6 | 1 | 750 | 6 cyl., 900 HP | 244,800 | 60,240 | Alco | 1955 |
| RS-1 | 3 | 800-802 | 6 cyl., 1000 HP | 242,500 | 58,860 | Alco | 1945 |
| RS-1 | 1 | 803 | 6 cyl., 1000 HP | 247,500 | 59,970 | Alco | 1945 |
| RS-3 | 5 | 850-854 | 12 cyl., 1600 HP | 247,770 | 59,920 | Alco | 1953 |
| RS-3 | 2 | 855-856 | 12 cyl., 1600 HP | 247,840 | 59,935 | Alco | 1953 |
| RS-3 | 4 | 857-860 | 12 cyl., 1600 HP | 259,700 | 62,900 | Alco | 1955 |
| RS-3 | 3 | 861-863 | 12 cyl., 1600 HP | 244,740 | 59,160 | Alco | 1955 |
| **Spare Freight Units** | | | | | | | |
| F7B | 1 | 6050 | 16 cyl., 1500 HP | 246,120 | 60,200 | EMD | 1951 |
| F9A | 1 | 7050-A | 16 cyl., 1750 HP | 248,790 | 60,840 | EMD | 1955 |
| **Spare Passenger Unit** | | | | | | | |
| F7B | 1 | 6550 | 16 cyl., 1500 HP | 244,500 | 58,580 | EMD | 1952 |

| Model | Units Owned | Road Nos. | Engine | Weight | Tr. Eff. | Bldr. | Date |
|---|---|---|---|---|---|---|---|
| **4-Unit Freight Locomotives** | | | | | | | |
| FT-A | 22 | 5400-5410 | 16 cyl., 1350 HP | 250,100 | 61,035 | EMD | 1944-'45 |
| FT-B | 22 | 5400-5410 | 16 cyl., 1350 HP | 248,950 | 60,745 | EMD | 1944-'45 |
| F3 | 28 | 6000-6006 | 16 cyl., 1500 HP | 245,000 | 59,915 | EMD | 1947-'48 |
| F7 | 24 | 6007-6012 | 16 cyl., 1500 HP | 245,000 | 59,915 | EMD | 1950 |
| F7 | 32 | 6013-6020 | 16 cyl., 1500 HP | 246,120 | 60,200 | EMD | 1951 |
| F9 | 8 | 7000-7001 | 16 cyl., 1750 HP | 245,350 | 60,025 | EMD | 1954 |
| F9 | 20 | 7002-7006 | 16 cyl., 1750 HP | 249,050 | 60,950 | EMD | 1954 |
| F9 | 4 | 7007 | 16 cyl., 1750 HP | 247,700 | 60,615 | EMD | 1955 |
| F9 | 8 | 7008-7009 | 16 cyl., 1750 HP | 249,240 | 61,000 | EMD | 1955 |
| F9 | 20 | 7010-7014 | 16 cyl., 1750 HP | 248,540 | 60,825 | EMD | 1956 |
| **3-Unit Passenger Locomotives** | | | | | | | |
| F3 | 17) | | | | | | 1947 |
| F5 | 4) | 6500-6513 | 16 cyl., 1500 HP | 244,500 | 59,285 | EMD | 1948 |
| F7 | 21) | | | | | | 1949-'50 |
| F9 | 3 | 6700 | 16 cyl., 1750 HP | 249,780 | 60,420 | EMD | 1954 |
| **Single Unit Passenger Locomotives** | | | | | | | |
| FP-7A | 2 | 6600-6601 | 16 cyl., 1500 HP | 254,850 | 60,500 | EMD | 1952 |

### DIESEL-ELECTRIC NOTES

Models shown are the builder's classification except for Baldwin, in which case the Sw. means switcher and R-S means road-switcher. Also the GE No. 98 is a switcher.

The Northern Pacific has the following diesel-electric locomotives on order:

Delivery Last Half of 1956: 24 EMD GP-9 road-switchers, 11 EMD SW-1200 switchers, and one EMD F-9 3-unit passenger locomotive.

Delivery 1957: 40 EMD GP-9 road-switchers, 17 EMD SW-1200 switchers, 5 EMD F-9 4-unit freight locomotives, and one EMD F-9 3-unit passenger locomotive.

# STEAM LOCOMOTITVES

| Class | No. Owned | Road Nos. | Cyls. | Drivers | B.P. | Wt. on Drivers | Tr. Eff. | Builder | Date |
|---|---|---|---|---|---|---|---|---|---|
| **4-8-4 (Northern) Type** | | | | | | | | | |
| A | 3 | 2601, 2602, 2604 | 28x30 | 73 | 240 | 244,300 | 65,700 | Alco | 1926 |
| A-1 | 1 | 2626 | 27x30 | 73 | 250 | 244,900 | 63,700 | Alco | 1930 |
| A-2 | 1 | 2651 | 28x31 | 77 | 250 | 294,400 | 67,100 | BLW | 1934 |
| A-3 | 3 | 2661, 2663, 2664 | 28x31 | 77 | 250 | 294,000 | 67,100 | BLW | 1938 |
| A-4 | 7 | 2670-2677, 2675-2677 | 28x31 | 77 | 250 | 294,000 | 67,100 | BLW | 1938 |
| A-5 | 9 | 2680-2684, 2686-2689 | 28x31 | 77 | 250 | 295,000 | 67,100 | BLW | 1943 |
| **0-8-0 (Switcher) Type** | | | | | | | | | |
| G-1 | 4 | 1170-1173 | 25x28 | 51 | 175 | 214,000 | 51,000 | Alco | 1919 |
| G-2 | 19 | 1174-1175, 1177-1193 | 25x28 | 51 | 175 | 217,000 | 51,000 | Alco | 1920 |
| **0-6-0 (Switcher) Type** | | | | | | | | | |
| L-7 | 1 | 1031 | 19x26 | 51 | 180 | 126,000 | 28,200 | Alco | 1903 |
| L-9 | 39 | 1041-1132 scattering | 20x26 | 51 | 180 | 154,200 | 31,200 | Alco, BLW | 1906—'07 1910 |
| L-10 | 9 | 1160-1169 | 20x26 | 51 | 180 | 152,000 | 31,200 | Alco | 1912 |
| **4-6-2 (Pacific) Type** | | | | | | | | | |
| Q-3 | 6 | 2150-2163, scattering | 22x26 | 69 | 200 | 146,200 | 31,000 | BLW | 1909 |
| Q-4 | 8 | 2180-2223 scattering | 23x26 | 69 | 200 | 147,900 | 33,900 | Alco, BLW | 1909—'10 |
| Q-5 | 2 | 2228, 2238 | 26x28 | 73 | 200 | 196,300 | 44,080 | Alco | 1920 |
| Q-6 | 4 | 2246, 2254, 2256, 2261 | 26x28 | 73 | 200 | 191,500 | 44,080 | Alco | 1923 |
| **4-6-0 (10-Wheel) Type** | | | | | | | | | |
| S-4 | 10 | 1351-1381 scattering | 21x30 | 63 | 200 | 146,000 | 35,700 | BLW | 1902 |
| **2-6-2 (Prairie) Type** | | | | | | | | | |
| T | 10 | 2305-2446 scattering | 21x28 | 63 | 200 | 156,000 | 35,000 | Alco | 1906-'07 |
| T-1 | 12 | 2450-2467 scattering | 21x28 | 63 | 200 | 156,000 | 35,000 | Alco | 1906-'07 |
| **2-8-2 (Mikado) Type** | | | | | | | | | |
| W | 50 | 1504-1659 scattering | 24x30 | 63 | 200 | 208,900 | 46,600 | Alco | 1904-'07 |
| W-1 | 25 | 1660-1699 scattering | 25x30 | 63 | 200 | 210,100 | 50,600 | Alco | 1910 |
| W-2 | 10 | 1901-1919 scattering | 25x30 | 63 | 200 | 214,500 | 50,600 | Rebuilt from Class W by NP in 1912 | |
| W-3 | 68 | 1705-1833 scattering | 28x30 | 63 | 200 | 244,800 | 63,460 | Alco | 1913-'20 |
| W-4 | 4 | 2500, 2501, 2503, 2504 | 24x28 | 63 | 200 | 204,000 | 43,520 | Rebuilt from Class T by Alco—1918-'19 | |
| W-5 | 14 | 1837-1858 scattering | 28x30 | 63 | 200 | 247,500 | 63,460 | Alco | 1923 |
| **2-8-0 (Consolidation) Type** | | | | | | | | | |
| Y | 5 | 33-36, 42 | 20x34 | 54 | 200 | 173,300 | 42,815 | Alco | 1898 |
| Y-1 | 6 | 21, 23-27 | 20x34 | 54 | 200 | 172,500 | 42,815 | Alco | 1899-'00 |
| Y-2 | 6 | 1250-1265 scattering | 22x30 | 63 | 200 | 176,400 | 39,200 | Alco | 1901-'02 |

The first diesel-powered train to reach Butte, Montana, on March 10, 1949, after the sudden collapse of Mullan tunnel on the Northern Pacific main line was headed by No. 6016, Model F-9, specifications for which appear on the facing page.

An unusual hookup on the Northern Pacific eight years ago: Official car No. 5 is coupled onto the rear of *The Alaskan* westbound out of Missoula, Montana, with Pacific-type engine 2245 helping Northern-type 2607 for the climb up Evaro Hill. The usual practice in those days was to have the helper push at the hind end, but a doubleheader is more photogenic.

| Class | No. Owned | Road Nos. | Cyls. | Dri-vers | B.P. | Wt. on Drivers | Tr. Eff. | Builder | Date |
|---|---|---|---|---|---|---|---|---|---|
| | | | **2-8--2 (Compound Mallet) Type** | | | | | | |
| Z-3 | 1 | 4025 | 26x30<br>40x30 | 57 | 200 | 418,600 | 89,500 | Alco | 1920 |
| | | | **2-8-8-4 (Simple Mallet) Type** | | | | | | |
| Z-5 | 4 | 5001, 5002, 5005, 5006 | 26x32 | 63 | 250 | 547,730 | 145,930 | BLW | 1930 |
| | | | **4-6-6-4 (Simple Mallet) Type** | | | | | | |
| Z-6 | 14 | 5100-5120 scattering | 23x32 | 69 | 250 | 435,000 | 104,500 | Alco | 1936-'37 |
| Z-7 | 2 | 5121, 5124 | 23x32 | 70 | 250 | 444,000 | 102,780 | Alco | 1941 |
| Z-8 | 13 | 5130-5149 scattering | 23x32 | 70 | 250 | 444,000 | 102,780 | Alco | 1943-'44 |

Chicago, Indianapolis & Louisville Ry.

**Typical of depots in bygone days is the Monon station at Wallace Junction, Indiana. Note switch levers and wall telephone.**

# NIGHT JOBS

*Back in* 1901, *When I Hired Out on the Old St. Paul Line, We Never Had Overtime Pay, Holidays, or Rest Days Off*

**by LeROY PALMER**

YOUR HOURS are from six p.m. to six a.m., kid, but you'll have to show up at five-thirty to put out your switch lights. If you don't get time to bring 'em in and clean 'em in the morning before the day man comes on, you'll have to do that before you leave."

The speaker was Sweeney, a long, hungry-looking fellow, agent for the old Chicago, Milwaukee & St. Paul at Burlington, Wis. I can hear him now, for I was the "kid," about to sit in on my first telegraph job. The date was September of 1901 and it

comes back to me now as clearly as if it were yesterday.

I'd been a student at Elkhorn, not far west. My teacher, the night op, had told me to celebrate my nineteenth birthday by going to Beloit on the morning passenger train for my rules exam. I was kind of nervous, but the chief, Mr. Melchoir, seemed satisfied. Maybe he was short of ops. Anyway, he sent me to Burlington.

The switch light was a regular chore for all railroad night ops then. In addition, I had two big platform lamps and five small ones in the waiting-room and office, all under my tender care. The lamp work was just a warm-up for my office duties. Our telegraphing was all Morse, with no phones to help out on train orders. I also had to handle freight reports, expense bills, tickets, and baggage for two passenger trains. But I was thrilled at the prospect of drawing $40 a month.

In those days there was no such thing as overtime pay for railroad telegraph service, no holidays, no rest days off. The dispatcher didn't seem to care who answered his call, just as long as you could take a train order or a wire. It was a common custom for ops to "double over" for the man on the opposite shift, as any oldtimer will tell you.

In 1902 I was assigned to my first station agency, Kansasville, a little Wisconsin town near Racine. One evening my night man, Joe Rush, wanted to go to a dance and I agreed to work for him. Joe really took me for a ride. He didn't show up until the third night. That gave me sixty hours without rest—not exactly good for a man handling train orders.

The absence of block signals put a real burden of responsibility on the brass pounder. If he overlooked an order, a wreck could happen.

When night work meant twelve hours I guess everybody expected you to get some spot on the job. One of the first things you learned was how to use an *Official Guide* for a pillow and wake up quickly for your call. The dispatcher would cooperate by repeating BU or DR or KV, or whatever it was, slowly and carefully. You'd have to be pretty dead not to come alive with those clicking, metallic sounds pounding into your brain.

EARLY in the spring of 1903 I drifted to the Southwest, starting a boomer trail that lasted forty-five years, mostly on night tricks. Jobs were rather plentiful for any alert lad who could pound brass.

In 1905 I held a twelve-hour yard-office night job at Lordsburg, N. M., for the Southern Pacific. It was tough, even for a veteran, but I recall that I even got away with a 367-day year there, doubling over twice.

The town's business section was mostly the street opposite the station —ten saloons, three general stores, Tom Tong's restaurant, and not much else. Every saloon had gambling games.

One night after my midnight lunch at Tom's, I stopped in at The Gem bar to look at their new roulette wheel. Of course, I had no right going in there while I was on duty. A minute later I was sweating profusely, wondering when I'd get back to the office—if ever. Two bandits had followed me

In a flash I realized that one of them was guarding the door while the other ransacked the gaming tables. With hands held high, I lined up at the end of a string of men, facing the wall. I'd hardly taken my place with the others when an engineer named Walker came to the door, with his fireman.

"Come in and line up with the rest!" the doorkeeper ordered.

Walker was dazed. He hesitated. But the bandit didn't. His gun smashed into the hogger's face. Out of the corner of my eye I could see the blood running over the poor fellow's jaw as he stood beside me.

I felt sure I'd lose my new gold watch. A roundhouse boilermaker,

ALL THESE PRESENTS JUST FOR ME?
I LOVE YOU BOYS, REALLY! BUT...YOU SEE...
SMELLS GRAND! PACKS RIGHT! SMOKES SWEET! CAN'T BITE!
A PIPE SMOKIN' MAN ALWAYS WINS WITH ME!
IT'S SIR WALTER RALEIGH—NATURALLY!
SIR WALTER RALEIGH'S BLEND OF CHOICE KENTUCKY BURLEYS IS EXTRA-AGED TO GUARD AGAINST TONGUE BITE. XMAS-WRAPPED ...IT MAKES A PERFECT GIFT.
It costs no more to smoke the best!
SIR WALTER RALEIGH
SMOKING TOBACCO FOR PIPE AND CIGARETTES

Merkle, apparently had a similar thought. He was wearing a diamond ring, and I saw him twist the big stone palm side. Smart, but unnecessary, for the robbers didn't touch a thing on any of us. All they wanted was the money from the tables. They got several hundred dollars, a lot of it in gold, and fled on horseback.

Pretty soon a posse was rounded up and they pursued and cornered the bandits. Both holdup men showed fight and were killed—which was run-ofthe-mill stuff in Western towns of those days.

For many years H. G. Bonorden, known as "Bon," was chief dispatcher at Tucson. The SP's Tucson Division had the hottest climate in the U.S.A., but it also paid telegraphers the best wages, so most of the boomers lit there, at least for a spell. Bon faced a perpetual boomer parade. He sent me to Pantano, in the hills near Tucson. The operator there, Walt Moore, gave me instructions I never forgot:

"Don't try any tricks, kid," he said. "This chap you're displacing knew 'em all. He used to stick a car seal in the rail joint in front of the office. If he'd been kinda deep in the hay when the dispatcher called him, he'd go outside and look at the seal to see which way it was bent before he answered. He'd know then which way the train had gone; but he came near getting fired for that trick.

"Then he tried tying a string to a post across the tracks. He would bring it over the rails, through the window and tie the coal hod to his end. When the engine broke the string, the coal scuttle would fall and wake him up. One night the wise guy used a string that was too strong. The coal bucket flew through the window, taking glass and frame along. That time Bon canned him."

Well, I listened, but that didn't stop me from using some of the same technique myself when the need arose.

MY NEXT STOP was "CR," Crucero, Calif., where the Union Pacific was crossed by the Tonopah & Tidewater, that colorful line built into Death Valley following the Twenty-Mule Team days. Fabulous and historic Death Valley was a near neighbor. In the northeast angle of the crossing stood an old strong-arm interlocking tower and the entire town—four houses for three ops and signal maintainer.

One hot midnight in 1940 when I reported for duty there were ominous thunder peals and lightning flashes over the mountains to the southwest. In no time at all we had a flash flood, water pouring down the hills and filling the area between the tracks in the southwest angle, Tony and his section gang from Sands, the next town west, were soon on hand. The first thing he did was to plant a long stick in the swirling water, and I heard him yell: "Hey, op, she's rising an inch a minute!"

I hurried down the tower stairs. The rain came down so hard that it looked like snow, and the wind could just about take your hair off. Terrified, I watched the water climb on that stick.

"Ain't a thing we can do," Tony shouted.

"Don't I know it!" I yelled back.

I tore up the bank and over to the houses. Soon my wife and most of the townspeople were my guests in the tower. The wind roared like a banshee, and the rain, which now had a mixture of hail, made a noise on the tin roof that drowned out the excited yelling of my charges.

They were a scared bunch, and I must confess I wasn't very brave either, because all the time I kept wondering how much more wind the old tower could stand. Thank God, the storm passed without any real damage!

A bridge was washed out on the T&T, and a lot of water did get across and up to the floors of the houses, but never quite inside. Next morning as I walked along the tracks I saw dozens of birds killed by the hail and I felt that, except for some miracle, they could have been people.

A boomer got so he could sit in almost anywhere. He had to, if he expected to eat regular when things were dull. I never stayed at one place long, but boy, there were a lot of places. Jobs like OD Lordsburg and UN Tucson, on the Espee, and Cleburne, Texas, on the Santa Fe—Z and D offices on the UP in Los Angeles All of them, and many others I worked on were combination train-order jobs and message work every minute you could spare from the 9's.

Third in UN you had to act as wire chief with an old-fashioned peg rheostat and quadruplex set. I broke down my good sending arm there, trying to push the stuff through on the common side. We had many official wires, often in code, and we had to be careful not to ball them up.

At the time I retired in 1947 I was working a busy third trick at Hobart Tower, Union Pacific yards in L.A. The Santa Fe and the Espee also used the plant. When several trains showed at once, all whistling for the lineup they wanted, you'd better be a good guesser. It was worrisome, but I did get one night off a week. Eight hours, with time and a half for holidays if you worked 'em. No coal oil lamps. This was quite different from my first night job, in 1901.

Looking back, my fondest memories are of the lonely night tricks at little desert stations—"OS" tricks, mostly batch jobs. You did your own cooking, carried your box of batching outfit and grub with you.

I remember those long nights that gradually turn from the gray false dawn to the first show of purple on the distant mountains, and then change from a misty violet to golden yellow. At such times you forget your worries.

Eventually, the increasing light picks out the desert prowlers on their way home after a night of preying on more helpless animals. A fox scurries behind a mesquite bush. A coyote trots along, stopping to look back occasionally, as is his habit. They have heard the whistle of the Limited as she climbs the grade through the giant saguaro cactus.

That's when you remember that you're a cog in the machinery of a great railroad, so you hustle into the office to call the dispatcher.

All of these and many more are pictures passing through an old-timer's mind . . . just memories of night jobs. ●

# MAIL CAR

*(Continued from page 9)*

sun dials, usually quite heavy and beautifully machined. Fine wire is generally used to cast a shadow, a narrow slit or hole to direct light. It is often fitted with gears and a scale for subdividing the units on the face into parts of a minute, or even into seconds, of time. This is the type of dial used by the railroads of France for setting watches as late as 1900."

A similar type may be purchased today for $12.95. We learn from C. J. Corliss of the Association of American Railroads that the demolitions at Liverpool Road station in Manchester, England, 13 years ago unearthed a brass sun dial, dated 1833, believed to have been used in timing trains. Does anyone know whether or not sun dials figured in early American railroading?

"I have never read of such use," says Charles E. Fisher, president, Railway & Locomotive Historical Society, 20 Wilde Rd., Waban 68, Mass. "All of the early timetables I have seen state in their rules that the clock in a certain place will govern the time on the road and the men will set their watches by it.

"On the other hand, the use of a sun dial for that purpose is not as silly as it might seem at first thought. If the face is accurately calibrated and the dial accurately set to the true north, there is no reason why it should not tell the correct time—while the sun is shining."

The *Railway World* of May 18, 1895, carried the following item:

A contemporary tells of a conductor who usually reckoned his time by the shadow of a certain tree. Woodmen did not spare that tree, and the conductor was obliged to fall back on his unassisted powers of reckoning; although a vague report declared that the company would erect a pole in place of the tree, it is difficult for persons used to riding on trunk lines to credit this tale, but riders on the more primitive style of branch lines tell of incidents that approach or match it in grotesqueness. ●

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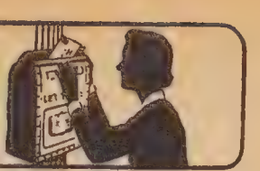

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LAMENTING that Alabama, once famous for its timber, is down to its last logging railroad, Roger Breslow dips into history and comes up with the fact that his native state, Rhode Island, used to have a logging line known as the Great Swamp Railway.

"This line ran through a swamp that held valuable stands of cedar and hemlock," explains Roger (89 Dexterdale Rd., Providence). "J. R. Chamberlain bought part of the swamp and built the 3-foot-gage railroad from the lumber camp for about a mile. He used a homemade locomotive, the *Swamp Angel*, and several bob-tailed, single-truck flatcars. The *Swamp Angel* was box-shaped and powered by a marine engine. She could pull eight loaded cars at a time. At one point, beyond the reach of the railroad, a quarter-mile cable was strung between the tall trees, and bundles of logs were hauled over it by means of an engine mounted on a flatcar. The railway continued operation until the area was logged out."

Roger was glad to see *Sunny Side of the Track* revived in our October issue. The following incident, he says, actually happened: Around 1905 the New Haven wanted to buy the little Narragansett Railroad in Rhode Island, and the New Haven's president telegraphed the head of the short line, "Is your road for sale?" Back came the answer: "No. Is yours?" ●

JUSTICE? We don't think so. But who are we to criticize Canadian laws? Anyhow, here are the facts. E. H. DeGroot, Jr., and others sent them to us in newspaper clippings.

Three years ago, Raymond Foucault, a laborer of Hull, Que., Canada, pleaded guilty to the charge of beating up a Canadian Pacific employe on a train. He paid $25 fine and court costs. Long afterward, the CPR sued him for the time his victim had lost from work, plus compensation for the injuries. But the case was thrown out of court because the CPR had waited too long to file suit.

It didn't end there. Foucault's lawyer found a legal loophole in the long delay, as a result of which the court ordered the railway to pay him $202.50. Five weeks passed. Foucault got tired of waiting for the money. His lawyer had the Ottawa-Maniwaki train seized and sold at auction. This train consisted of a

steam locomotive, a tender, a baggage car, and two coaches. A few hours after the seizure, the CPR paid up. From where we sit, it almost looks as if the court forced the CPR to pay Mr. Foucault for beating up a railroad man.

UNIQUE RECORD. "Perhaps I am the only railfan who has chartered a locomotive for a day and later chartered two streetcars for a day," writes Carleton G. Osgood, D.M.D., 373 Granite St., Quincy, Mass. "The first was engine No. 8 on the old two-footgage Bruidgton & Harrison, while the latter were the parlor car and a 1400 series open car on the Connecticut Co. at New Haven."

Dr. Osgood used to be a motorman for the Bay State Street Railways. He is member No. 13 of the Seashore Electric Railway, the outdoor operating museum that O. R. Cummings described in "Trolley Town, U.S.A." (Aug. issue). He boasts a complete file of *Railroad Magazine* from Dec., 1929, to date, plus about 20 issues before 1919. An article on his B&H trip appeared in our July '38 issue.

C&O ENGINEER W. E. Mitchell used his locomotive airhorn just before dawn recently to arouse three members of the family of Norman Painter whose home at Iron Gate, Va., was in flames, reports Alexander L. H. Darragh, Grosse Pointe Park, Mich. The diesel blast awoke all three occupants in time to save their lives and it summoned the local volunteer fire department.

JACOBBSON'S article, "Whistle Stop" (Aug. issue), drew a big hand from readers. However, two mistakes were pointed out: Galena, Ill., was misspelled and Teddy Roosevelt was not McKinley's running mate in 1904 but headed the G.O.P. ticket.

"On one of Theodore Roosevelt's trips," writes Mrs. C. L. Milton, 1915 Rosario St., Laredo, Tex., "my father, David Dilgard, pulled the Presidential train from San Antonio to Austin over the International-Great Northern. Then, as was his custom, T.R. walked to the head end and shook hands with the engine crew."

MISS RAILROAD MAGAZINE for December is 18-year-old Peggy Jones, daughter of Atlantic Coast Line trainman V. D. Jones. Peggy lives at 1226 Rosewood Ave., Rocky Mount, N. C., and is a freshman at Salem College. Gifted in music, drama, and art, she has already achieved distinction as a vocal soloist in various choirs, on radio and TV, and with North Carolina's Grass Roots Opera Company.

Her father has been railroading since Feb. 13, 1943. "We have an unusual setup on the south end of the Richmond District," he writes, "in that our preferred jobs are freight runs, not passenger. There is a good reason for this. Our district is part of the vital artery between the heavily populated North and the food and raw material supply of the South.

**Peggy Jones, ACL trainman's daughter**

"Actually, men are hired for both passenger and freight service—neither is a promotion over the other. We choose which we prefer. I work both. The ACL has met modern needs by scheduling 65 mph freight runs between Jacksonville, Fla., and Richmond, Va., and we go all-out to maintain this speed.

"One day when I was flagman on No. 77, former Prime Minister Winston Churchill rode a private car on the rear. On another occasion we had Mrs. Thomas A. Edison in the car from which I worked.

"I've had plenty of excitement, such as the time that flood waters tried to wash the ACL away and the time I was on a freight train that piled 26 cars as high as a two-story building and smashed a car loaded with 500 cases of chocolate bars—from which I ate two bars. Those phases of railroading Peggy and the public rarely see."

A LOW-SLUNG stainless-steel car which meets all the strength and safety requirements of the Association of American Railroads yet has the lightest weight per passenger of any railway passenger car ever built in the United States is being exhibited by the Budd Company of Philadelphia, its designer and builder.

The car, called *Pioneer III,* is a basic design which can be adapted to nearly any type of passenger service, including commuter cars. It weighs 52,330 pounds—which is 595 pounds for each of the 88 passengers it seats in its standard 85-foot length. A standard lightweight coach weighs 123,200 pounds—1,678 pounds for each of the 74 passengers it carries. Thus *Pioneer III* carries 14 more passengers but weighs much less.

A train consisting of seven such cars would show an overall saving in weight of nearly half a million pounds.

THREE station agents in one family! Our August issue told about the Nix family on the M-K-T. Now meet some Pennsy employes. On week-ends when the Kinneys get together there is usually a discussion around the dinner table of such matters as freight rates, demurrage charges, and how to get more railroad business. Lyman A. Kinney is the station agent at Winamac, Ind.; his daughter Wanda at nearby Kouts, and his son Emory at Culver.

"Railroading just gets under your skin," says Dad. "It's the same every day, yet different. And it lets you think for yourself."

The Louisville & Nashville boasts of three Overton brothers, each with more than 50 years' service, who are actively employed as dispatchers on the same division. This, indeed, is a rarity!

Vance Overton dispatches trains at Birmingham, Ala.; Bob works the first trick in the CTC tower at North Athens, Ala., and Kenny handles second trick

at the same place. These fellows have iron in their blood. Their father, four uncles, a half-brother, and a cousin were railroaders. It is estimated that the three Overton brothers, in 139 years of dispatching, have sent more than 1,600,000 L&N trains over the line. Not one has caused a train accident.

Another great railfaring clan is listed by Mrs. Dora L. Frey, Rte. 1, Box 84, Head River, Ore. "My father, R. B. Archibald, was a division master mechanic on the Burlington for 40 years. On the same road, three uncles and my husband were engineers, while my brother John and a brother-in-law were machinists."

How many families can beat that record? ●

SANTA FE locomotive fireman Mitchell Gnisin, 4228 West End, Chicago, Ill., writes: "I like fiction best of all in *Railroad Magazine*. After reading it I go to the *Mail Car*, then *Information Booth* and *Transit Topics*. Finally I read the fact articles and the rest of the consist. Bedwell's stories head my list. Keep them coming as long as you can." ●

FOREST FIRE. "In 1918, while my sister Beatrice was teaching school at Cloquet, Minn.," writes Arch Billing, 719 N. Olive St., Anaheim, Calif., "she and her mother were caught there in a forest fire, fanned by a 90-mile gale, that razed every building in town. A few days later, when I visited Cloquet it was as flat as a pancake.

"Freeman Hubbard's book, *Railroad Avenue*, has a chapter on the Hinckley fire and the courageous work of a train crew, but to date I have never seen a published account of the Cloquet holocaust except in the newspapers of that time. But it was due to a train crew and the Cloquet station agent that the survivors escaped.

"The agent, on his own responsibility, had a string of boxcars and iron-ore gondolas rushed out from Duluth. Those cars were made up into a train and loaded with people. When they left Cloquet station that morning even the depot was afire. All day the train fought its way through the burning woods, with trees and telegraph poles falling across the rails, and burned-out bridges forcing a back-up and rerouting. Not until late at night did they made the 30 miles to Superior, Wis.

"During the trip one of the gondolas served as a maternity hospital. What a time for a woman to bring a baby into the world! There were many heroes that day. Imagine my indomitable mother, age 75, climbing into an ore car and riding it through the hot, smoke-filled landscape. Today, I myself am 75 and almost totally blind. My sister lives with me. For years she has been reading me the stories in *Railroad Magazine*."

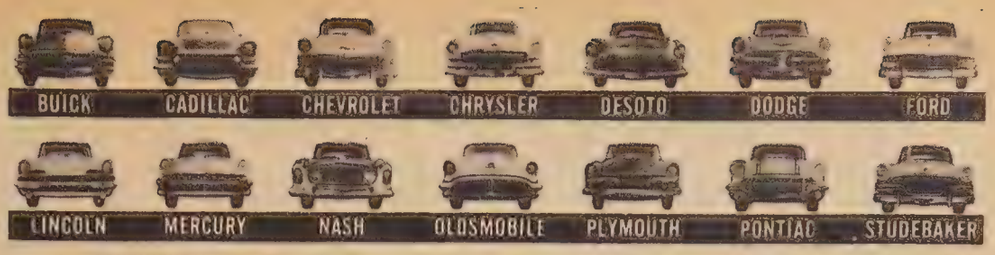
Arch Billing began railroading in 1899 as an agent's helper on the Milwaukee Road. All day long he would bill freight and U. S. Express, make switch lists, and keep up the telegraph batteries with zinc, copper, and vitriol. He would also sell tickets, check baggage, keep car records, check in and load freight, mail, and express, and OS the local passenger train. Then at night, instead of relaxing, Arch would work around the agent's house, look after his horse and cow, and take his sending Morse for practice.

"In 1901," he recalls, "I heard the wire click the news of President McKinley's assassination. Later that year I took a job of flagging and braking on a Soo Line work train out of Minneapolis. We worked through North Dakota and helped to replace a burned bridge at Valley City.

"Still later, while I was employed as a checker at the Milwaukee's freight house in St. Paul, my father and the agent would hold outdoor religious meetings at night just outside the city's red-light district—and I don't mean the rear end of a crummy. I assisted them by singing hymns, but I'd keep one eye cocked on the Tivoli burlesque house whenever the door opened." ●

ILLINOIS CENTRAL recently marked its first 100 years of commuter service, reports John Gaydos, 1437 Gregory St., Chicago. A woodburner puffed out of Chicago on July 21, 1856, pulling the "Hyde Park Special" on the six-mile run to Hyde Park—the first suburban service for any city west of New York and Philadelphia. ●

ADDING to our list of points where railroad main lines cross branches, Frank W. Bryan, Jr., 1503 15th St.,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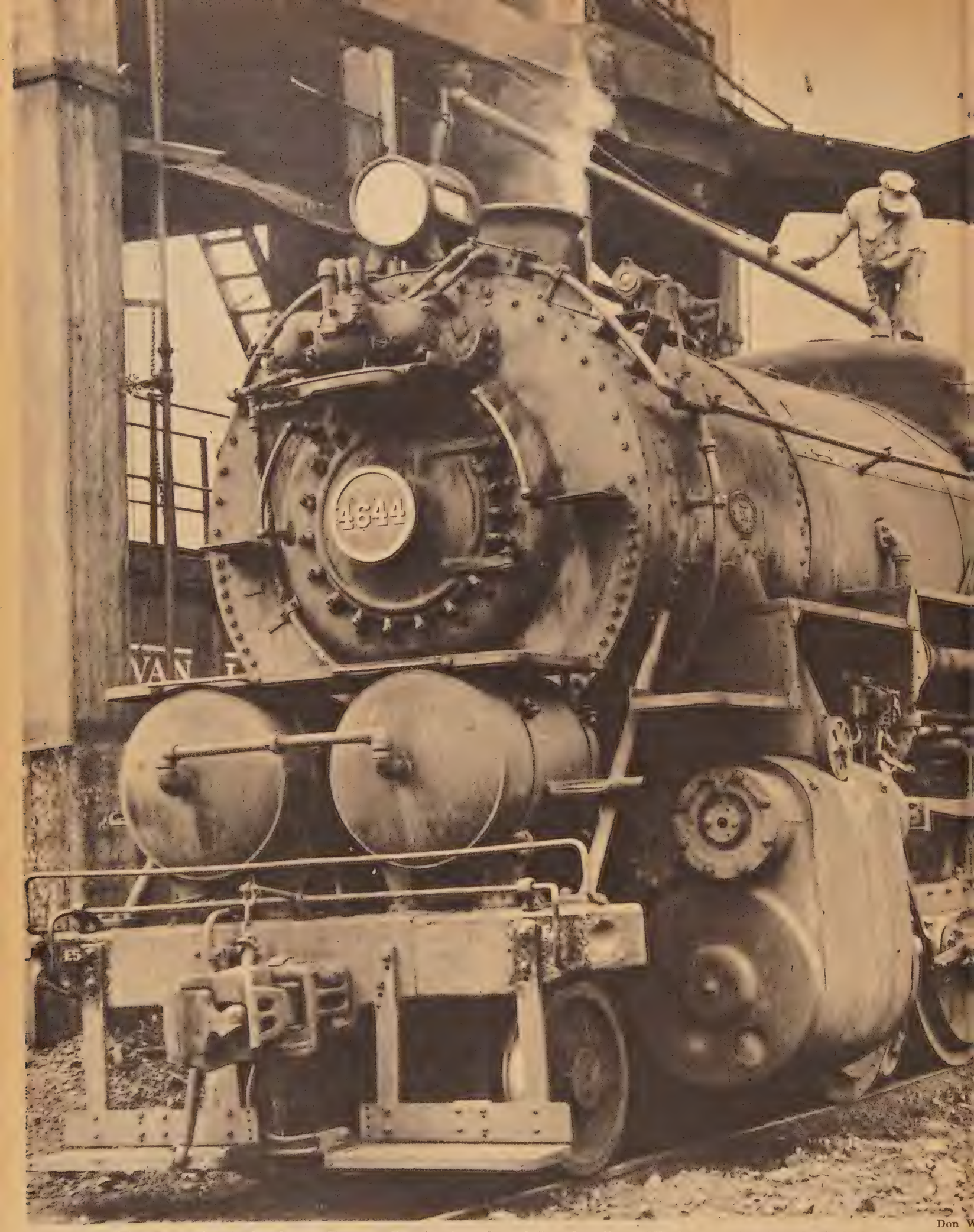


Don W

**The Pennsylvania hostler at Renovo, Pa., needs a lot of "seashore" to fill the two-chambered sand dome of No. 46**

Troy, N. Y., states that the Lackawanna main stem near Port Morris, N. J., passes over its Branchville branch, which the Lehigh & Hudson also uses.

WHICH railroad had the smallest 4-8-0 Camelbacks? This question is answered by Warren D. Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa.: "The smallest were, I think, engines of the old Philadelphia & Reading's F-4a and F-4b classes, which were built between 1863 and '68, with 46-inch drivers. In the early 1890s they were rebuilt as 4-8-0 Camelbacks with 48-inch drivers. At that time they weren't much good as coal-haulers but were assigned to local freights and work trains and later to yard switching."

CANDY MAN. Back in 1916, Ralph T. White hired out to the Virginia-Carolina Railroad and in time he became the conductor on its mixed train that reached Top station, the highest point attained by any passenger train east of the Rocky Mountains. In 1918, when the Borfolk & Western bought the 55-mile V-C, White went along with it.

For the best years of his life, he made a practice of tossing out candy each Saturday to children who came to see his train. On his 65th birthday the old conductor retired to his farm, and the Federation of Railway Progress gave him an award for outstanding courtesy and service to the traveling public. Crew members are keeping up the candy-tossing custom.

GLENCOE, a Canadian National division point, holds memories for William J. Parry, retired CNR engineer and fiction author, R.R. 1, Belle River, Ont., Canada. A photo in our April '56 issue brought up the subject.

"At Glencoe," he writes, "the Wabash, with trackage rights over the Canadian National, branches off from double track to single track en route to St. Thomas. In 1912 that point was the scene of a disastrous wreck. A Wabash double-header rammed the tail end of a freight I was firing, and three men went to glory.

"I remember a day when my train was approaching Glencoe from London and the hogger sat dozing on his seat-box. The head brakeman, a practical joker, climbed over the cab roof and hung a red lantern outside the front window. When the hogger awoke and spotted it, he frantically wiped the clock, bringing the train to a sudden stop. I think that in the rugged old days we had more fun than present-day railroaders have.

"A water tower was built at Glencoe, but the locomotive boilers didn't take to it kindly. Glencoe water mixing with our boiler compound caused foaming boilers and headaches for engine crews. So we made a practice of taking on as little water as possible at Glencoe—just enough to keep us from answering correspondence on the subject of running out of water.

"One Sunday morning I was ordered out of London with a redball freight of 85 loads. My engine was a Northern type, dual purpose, 6200 series, and those teapots could sure handle trains. All hands were in favor of making a fast run home, but we had a car to set out at Glencoe, placed next to the engine.

"Our custom was to get orders on the fly at Glencoe as we changed from the London to the St. Thomas Division, and try to make Chatham for water, a run of 64 miles. Along with my orders I had a message stating that, on account of a water shortage at Glencoe, no water was to be taken there except in emergency. This dampened our hopes for a fast run, because we'd have to make two stops, Glencoe and Chatham.

"Even so, we were not licked. I suggested to the fireman that when we stopped at Glencoe to set out the lone car, he should snitch a full tank of water. The fireman did that. As a result, I tore through Chatham at high speed, making the 110-mile run in two hours and 35 minutes—not bad for a freight train in those days! Every man in the crew was happy when we pulled into Windsor yards.

"But someone had spotted the theft of water and turned me in. The master mechanic asked me to explain. Fortunately for me, the snooper had reported the wrong engine number and an eastbound train. I was westbound, so I had a good alibi. It seems that railroading is the art of passing the buck.

"On another occasion, when I was rolling eastward with a fast freight, headed by a Northern type engine, the dispatcher expected me to run Glencoe for water, as usual, and he held a westbound fast freight at Komoka for my arrival. My engine was not performing well, so I decided to grab some Glencoe water and not take a chance on being short. When I finally reached Komoka

A. B. Aretz

**Thanks Palmer for Success**

"Before completing the course," writes A. B. Aretz of Tarentum, Pa., "I sold two stories: One for $110, the other for $145. They were punched out on a borrowed typewriter, a two-bit dictionary on one side, the Palmer lessons on the other. When the going got tough, I turned to the lessons. The answer was there. Luck? Plenty of it! But, with the continued help I am receiving from Palmer, I know I'll be lucky again."

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**Sells to Coronet, Reader's Digest**

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I found no fewer than *three* fast freights waiting for me—one bound for Windsor, the others for Sarnia! The main line was really tied up.

"Upon my arrival at London, the dispatcher wanted to know why I had taken water at Glencoe. I told him, of course, that I needed water and as Glencoe had no track pans, I could not take water there without stopping.

"Today, at age 72, I am enjoying my retirement. I get a kick out of reading my old casualty reports and statements. I can hear the crossing whistles of Canadian National trains passing my home, and the mournful hoot of Wabash diesels; and a mile to the south Canadian Pacific steamers and diesels roll by—all of which bring back the best years of my life."

NEXT TIME you wonder how to take a pet dog or cat on a trip, the Baltimore & Ohio has the answer. Bring him along on the train, where he is permitted to ride with you either in a day coach or a Pullman. A leash is expected, but if the pet is well mannered and does not annoy other passengers, he may sit in a seat beside you. Does any other big railroad offers this privilege to owners of pets?

BLIND railfans can now get railroad books printed in Braille or Moon, for finger-reading, and talking books which tell the story without the need of finger-reading. These books may be borrowed from the Library of Congress at Washington or from any one of 28 regional distribution libraries, and are carried by U. S. mail without charge. The finger-reading list includes books by Gilbert H. Kneiss, Edward Hungerford, Carlton J. Corliss, Oscar Lewis, Ernest LaMarr, Franklin Reck, and L. St. Clair.

Your editor, Freeman Hubbard, has just been informed that one of the railroad stories he wrote for children, "The Freight-House Cat," will be published in Braille.

SOUTHERN PACIFIC is dumping 640,000 tons of earth and rock into the Pacific Ocean 50 miles north of Santa Barbara, Calif., to help break a tunnel bottleneck on the rail line skirting the coast between San Francisco and Los Angeles. The 800-foot tunnel, built 56 years ago, is too small for extra-high loads. As a result, the SP has had to route some oversize shipments through the San Joaquin valley. Bulldozers are busy digging into the face of a formidable coastal bluff which towers more than 100 feet above the tunnel roof. They're scheduled to scrape their way down and "daylight" the structure by January, '57. This method is cheaper than enlarging the tunnel.

COMMENTS on our April feature, "100 Years of Circus Trains," are still drifting in. This one comes from an old brass pounder, E. A. Seeley, 8 Kingston St., Delhi, N. Y.

"When I was working on the New York, Ontario & Western, Scranton Division, the Barnum & Bailey Circus routed a two-section train over this line. The operators reporting the first section by said it was going too fast for safety. At Summit, about halfway over the division, it got out of control and ran wild down a long mountain grade. Fortunately, it stayed on the rails and managed to stop on an up-grade about two miles from the Junction. You could almost have heard the sigh of relief that went up over the division when we learned it was safe."

Mr. Seeley, now 77, has also worked on the Erie, the Lackawanna, the Long Island, and the Delaware & Northern, retiring in 1942 when the D&N was abandoned. "I miss the click of the telegraph," he says. "It was sweet music to my ears."

IN FOREIGN LANDS. "I am a railfan and a regular reader of *Railroad Magazine*," writes Arnold I. Reid, Defensa 665, 5° piso F, Buenos Aires, Argentina. "There being no railfan clubs or railway periodicals in my country, I depend upon you for information. *Railroad Magazine* was introduced to me by Lawrence A. Escalle, 2925 Serena Rd., Santa Barbara, Calif., U.S.A. It fills a long-felt want. Most Argentine railways were built by British capital, and their methods of operation, rolling stock, etc., are largely British but show some North American influence also. As for our tramways and interurban cars, many were built in the United States. I recognize familiar types in the pages of *Railroad Magazine*."

One of the relatively few men who have a complete file of *Railroad Magazine* from Dec., 1929, to date is Turlough Cott, *The Shrubbery*, Kilcock, County Kildare, Ireland, who also has many issues prior to 1919, including the very first one, Oct., 1906—a rare collector's item.

Mr. Cott seeks to complete his *Railroad Man's Magazine* files and hopes to hear from readers willing to sell or trade some of the early copies. Besides, he is trying to get the Jan., Feb., and Oct. '41 issues of *Trains*, to complete another file. His huge library includes bound volumes of *Railway Magazine* and *Locomotive Magazine*—British publications—both complete from 1896 to date; numerous other rail periodicals, books, timetables, etc. He collects picture postcards issued by railroad companies and wants to hear from fellow collectors.

A locomotive fireman on the British railways, Maurice J. Gibbs, 21 Velmore Camp, Eastleigh, England, plans to visit North America in the near future and wants readers to tell him where to find steam-hauled trains.

The Maharajah of Gwalior, India, owns and operates the world's most valuable miniature train. Built of solid silver, it runs over 75 feet of track laid along the dining table in the grand hall of his palace, delivering brandy, cigars, and candy to dinner guests.

British Railways has become the world's first rail system to utilize germanium rectifiers for converting alternating current from an overhead wire to direct current for driving traction motors. A special train fitted with the British Thompson Houston rectifier, is operating on the recently modernized Lancaster-Morecambe-Heysham line.

Commonwealth Railways have a novel piggyback system for cutting hours off the timetables of cattle and coal trains southbound from northern South Australia. The loaded trains are narrow-gage (3 feet, 6 inches). They can't make speed on slim-gage track, so they are run up onto a ramp at Brachina onto a standard-gage train fitted with narrow-gage rails laid on top of especially prepared flat trucks. Thus one train carries another—engine and all—in perfect safety, on the 90-mile run to Port Augusta! The trip takes three hours on standard-gage rails. Average speed of a train on narrow-gage track is only 17 mph.

Hillel Bashein, 3745 N. Broadway, Chicago, Ill., who clipped the story from an Australian magazine, wants to know if this form of piggyback has ever been tried in the United States. We think not. But the procedure used on the East Broad Top line bears a faint resemblance to it.

Roger Boland, Missle Creek, via Sarina, North Queensland, Australia, enjoys the articles we print occasionally

on locomotive types and wants to see a lot more of them.

"Take, for example, the one on gas-turbine locomotives by Lester C. Harlow (Feb. '55)," he writes. "Mr. Harlow showed that gas-turbines are superior to diesels, but I suggest that the often-maligned steam locomotive can, in turn, beat the gas-turbine hands down. One engineer stated that with a gas-turbine he could exceed by five miles per hour the speed of diesels on a hill with the same load. The Union Pacific's 'Big Boy' has over 135,000 pounds of tractive effort as compared with 105,000 for the gas-turbine, so surely it could pull the same load up the same hill at higher speed.

"Harlow said the gas-turbine could be serviced in 45 minutes, as contrasted with three hours required for steam, but I believe that much larger steam power, capable of pulling everyday loads of 130,000 tons on the Norfolk & Western, can be serviced completely in 37 minutes.

"When a modern 6,000 hp. four-unit diesel, running under test conditions, was tested with ordinary steam engines doing their everyday work, it had to go home again, as it could not beat the steamers. This being the case, what chance would any type of motive power have of competing against a really modern steamer fitted with a new-type high-pressure boiler, which cuts fuel and water consumption in half?

"Condensing equipment also could be fitted, cutting water consumption to a mere 10 percent. This would eliminate water stops and reduce boiler maintenance to a very low figure, and washouts to once in six months.

"Roller-bearings, three-cylinder engine units, and Garratt design would greatly reduce repairs on engine running gear and track maintenance. Furthermore, several boosters could then be used, thus making the one machine most suitable for both heavy, mountain, freight duty and high-speed service. At 10 mph, it would have the same pulling power at 8 or 10 heavy-duty diesels.

"For years I have been trying to discover why railroads dieselize at the rate they are doing. I have heard much regarding obsolete steam power, but none of it applies to modern steamers. Will someone please give me a few worthwhile diesel advantages?" ●

GREAT NORTHERN trainman (retired) Harry Britzius, Portland, Ore., writes: "I enjoyed 'Canyon War' (Oct., issue) but found a small error in it. Oregon was a state, not a territory, when it chartered the Oregon Short Line. And your map should have shown that the Chemult-Klamath Falls route is Southern Pacific but GN also uses it. Ely-Klamath Falls route is the Oregon, California & Eastern, owned jointly by GN and SP.

"The line in your version of 'Big Rock Candy Mountain' which reads, 'And the railroads pull their blinds,' should be, 'And the railroad bulls are blind.' "

Cecil Thacker, New Glarus, Wis., corrects an item on page 77, same issue. Three roads intersecting at Lincoln, Ill., include the GM&O but not the Burlington. In the same item, the railroad referred to as the Westbury & Connecticut River should be Waterbury & Connecticut River, according to W. Watson House, Hartford, Conn.

Several readers point out that the Santa Fe engines pictured on page 21 (Oct.) burned oil, not coal. Thanks to all who sent in corrections. ●


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**"The Eight-Wheeler," by H. L. Kelso, mechanical and historical account of the locomotive type that put the canal boats out of business, helped to win the Civil War, opened up the West, and glamourized the Steam Age—well illustrated.**

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# When There's Traffic to Move

*Art Crump Just Had to Get Four Additional Stock Cars for Farmer Durkin—More Than His Job as Relief Agent Depended Upon It*

by HARRY BEDWELL

They led the horses across the broad pasture and tore down

THOSE MIKADOS and Moguls roaring up and down the Anaconda Short Line, charging by with their long strings of cars, were romantic enough, in a sense. But what made them go and who paid their way?

The Traffic department, of course. The men who went out and got the business.

Arthur Crump wanted to be one of those men. Mr. Stone, that thin and persuasive district freight and passenger agent, had shown him the picture. Art liked Mr. Stone's title. It had a substantial roll.

He slid into the division superintendent's office. The chief clerk there was glumly absorbed in an accident report and didn't look up. Beyond him, through the half-opened door to the inner office, Art could see the chief dispatcher and the superintendent.

His success at the Welton station, plus Mr. Stone's encouragement, had emboldened the young man and dulled his caution. Art's customary prudence was sound asleep that morning. He walked past the chief clerk and into the Old Man's office as if he had been sent for, and grinned at the two officials.

"I got through with that job at Welton," he said. "Sim Allen came back yesterday and took over his station. Barney said you were in here," he added to the chief, "so I came along to get in my bid for relief at the Jessup station while Johnnie Drake takes three months off. I thought you might consider me eligible over the other relief agents because I did some good work at Welton."

H. L. Berg, the ponderous super, leveled a grim look. Don Hedgie, the chief dispatcher, was in one of his periods of breaking off the cigarette habit, in lieu of which he chewed gum and nursed a grouch. He glared at the newcomer.

"Who the hell asked you in here?"

"Nobody," Art said. "I just wanted to put in my bid to relieve Johnnie."

By this time Mr. Berg had developed a head of steam. "We'll assign these jobs as we see fit," he blared. "Now get out!"

But Art was too full of his own prospects to take the hint. "What I mean," he said, without retreating, "is that I had some good experience in handling shippers at Welton and what with some coaching Mr. Stone has given me, I ought to do well at Jessup."

The chief left off chewing gum to remark bluntly: "Express commissions run pretty high at Jessup this time of year. Couldn't be mostly thinking about that, could you?"

"You've got to meet early and late trains to handle the express," Art pointed out. "Long hours. You earn all your commissions."

Mr. Berg's pressure was well up by now and he popped off. "You talk too much and take up too much room. Now run along and come back when you're sent for."

Art still didn't go. "I thought sure I had something coming to me. I stopped in to see Mr. Stone this

**part of the right-of-way fence. It was a daring plan, but maybe it would work.**

morning and he said he'd recommend me for Jessup."

The temperature dropped suddenly, and Art waited.

"So you stopped in to see Mr. Stone?" the super purred. "Well, I guess you do have something coming to you."

Art knew little, as yet, about the inside policies of management and operation, but he realized then that he might have gone a little too far.

HANK NICKERSON, who had recently taken over the shattered Anaconda Short Line, was a capable railroader and a bearcat for efficiency. The Old Boy had a habit of prowling around the system everywhere and turning up at the most unexpected moments. Equally quick to punish and reward, he was known to the rank and file as "Salt and Molasses." You had to produce or else—

Nickerson had installed new heads in the Traffic department and these men, in turn, were responsible for new faces being seen in the minor posts. Now, the pugnacious traffic men were insisting that the Operating department put on a better show. Without compunction, they exposed bad practices in train-handling and poor service.

This the older operating officials could not endure. But when some of the more rebellious men had been dropped from service, there came a pause in active hostilities. Even so, these operating men had never been corrected except by the superiors in their own department. They had only contempt for the young traffic squirts who consorted with passengers and shippers.

So Art Crump, in telling operating officials that he had appealed to Mr. Stone, the district freight and passenger agent, over their heads, might just as well have confided that he intended dynamiting the *Imperial Limited.* He felt the frigid silence wash over him. Down in the yard, a switch engine hooted.

A guileful light shone in the chief's eyes and his jaws took up a thoughtful rhythm. Then he spoke.

"I guess mebby I didn't give you due credit for what you did at Welton. Mebby you have ability to get the business. I don't know."

He barely glanced at Superintendent Berg. Art waited for his next words.

"As I say, Mr. Crump, I don't know. But if you are really good, we have a tougher job than Jessup for you. Guess I'd better send you to Williamstown—Billtown—where we've lost all the business there is and where it will take some intelligent effort to get it back. Yes, I'll send you to Billtown."

The chief dispatcher paused. Art's jaw came unlatched and he couldn't fasten it. He had no immediate reply. Mr. Berg looked startled, then pleased.

Billtown! Some knocked-together buildings stuck out in the sun to blister. It was in the rich Amassa Valley, where the farmers had been at war with the ASL for years over rates and service. They either ignored the company or were abusive when they gave it what business they had to.

No agent had lasted there more than six months. The pay was low, the express commissions almost nothing, and you lived in a hostile community. Art began to sizzle. They could go to blazes with that job.

"Billtown," the chief said. "Number 117 leaves for there at four a.m. You be on it. I'll have the traveling auditor along to check you in. They are simple country people at that place. You, with your experience, could placate them. It's a big opportunity," he smiled craftily.

Art got an uncertain hold on his voice. "I'll be damned if I will! I've got some rights. Pass up Jessup if you feel that way, but don't make it Billtown."

"On Number 117 in the morning," Mr. Hedgie repeated. "And if you don't like that, I'd be glad to give you the kind of clearance that will make it hard for you to get a job on any other railroad."

Just in time, the youth stopped a fiery reply. To start looking for work with a bad clearance would be embarrassing. Besides, he didn't want to end his association with Mr. Stone and a chance at a traffic job. That thin and amiable man had ability; he could teach you things, and one of these days he'd be going on up.

Art gathered the fragments of his control. "All right!" he stormed. "I'll go to Billtown and live with the natives on pork and beans and like it, and make 'em do business with the Anaconda. But you'll have to give some train service to back me up. If you don't, maybe the Traffic department will want to know why."

He threw back the door furiously.

"Don't slam it," Berg cautioned.

"And I hope you marry some nice farmer's daughter," Hedgie added.

THE BILLTOWN BRANCH angled off the main line at Gumbo, cut a crescent through the valley of the Amassa, and then crept back again to the high iron at Clark. Billtown's faded buildings and dull red railroad station squatted and shrank in the lashing sun.

Art Crump hurried back to the depot from the stock pens, where a buyer was loading three cars of swine. The local drayman had come with a load of chickens in coops, eggs in cases, and butter in tubs. His two placid horses, without guidance, swung the wagon around and backed it up to the high freight platform.

Art and the drayman stacked the hens on the platform scales and, after recording the weight, removed them to the shade of the station. The air was humid. Art's high starched collar melted and he cast it off.

"Kinda soft, ain't you?" asked the drayman.

"I am," Art admitted, "but I'll get over it if I stick to this job."

A lanky farmer with an aggressive eye moved onto the platform. The eye planted itself upon Art and took root.

"You the new station agent." He stated it as a disagreeable fact. "I got some binder parts here I want to pick up. Roak's the name."

"I'll be with you just as soon as I get through with these hens," Art panted, and Roak folded up on a keg of nails in the shade, grumbling to himself.

Through a haze of perspiration, Art sensed that another farmer had wandered among them. He overheard: "Howdy, Cal! You lookin' for freight, too?"

Roak snorted. "Like always, you got to wait on the railroad."

The drayman, without looking around, said to Art: "That's Ab Durbin. He ain't been lucky. Close to losin' his place. But I guess he pulled through all right."

A slightly dapper figure sauntered out of the mist. Herb Pitt, editor and publisher of *The Weekly Globe*, had come to record arrivals and departures.

"Gentlemen," he greeted, "do we discuss the weather or the iniquities of the railroad?"

A cloud of dust boiled along the street, trailing a livery rig. It paused and drifted and melted before the depot. A gaunt man in linen duster and hard hat emerged from the fog. He stepped spryly along the platform, inspecting the world through huge glasses, and asked:

"That eastbound, is it on time?"

Cal Roak hee-hawed.

"No," said Art politely. "It's just a local freight with a combination coach for passengers and it usually isn't on time."

"Just one of those wandering freights, eh?" the man commented. "Is that all the service this branch needs?"

"Not by a danged sight!" said Cal Roak. "We got to drive our stock clean to the Southwestern's rails, twelve miles over, because we never know when cattle shipped here will get to market. Three-four days—'tain't nothin' to the Anaconda. The shrinkage'd keep us broke. The Southwestern gets 'em to market next day."

"Well, Mr. Agent," asked the man in the derby, "what can you say for your railroad?"

Art turned from helping lift the last coop of cackling hens into the shade.

"Mister," he said, and pulled a wet sleeve across his face, "I've been here only a week and I don't know what happened in Billtown before that. But I can say this: the Anaconda has got a new president who is ready to do business. Show us the traffic and we'll move it."

Durbin inquired: "What d'ya mean, son?"

"This way," said Art. "We'll get your animals to market quicker than the Southwestern can. We've got a real man in charge of the Anaconda now, old Salt-and-Molasses Nickerson, and he's a boy who makes railroads do the job."

"You talk like you know this man Nickerson." The big glasses were leveled like a double-barreled gun.

Art eyed him in return. A horse-buyer, the youth judged, and likely to know the railroad gossip, being a shipper from many points. The low-down was that Nickerson was going to make his railroad perform.

"Know him?" Art said. "Why, that guy is all over the system day and night. He's likely to show up any place at any time."

THE SQUEAL of pigs being crowded into hot cars came up from the stock pens. The horse-buyer cocked his head.

"Why," he asked, "if the Anaconda's service is so bad, does that man ship his hogs here?"

Roak brayed again.

"'Cause old Mac, the hog-buyer, is busted. The bank puts up the money for what he buys, but they don't trust him away from home. The farmer, when he brings in his hogs, gets a weight ticket, an' the bank cashes that for him. The commission house remits to the bank direct. After commissions an' the bank's share an' the shrinkage come out, Mac gets the rest. Usually ain't much. Railroad keeps him broke."

Durbin rejoined: "You say you can get our stock to market in less than twenty-four hours. But how do we know?"

"Make a shipment," Art said, "and I'll show you."

"You seem pretty positive, young man," Durbin said.

"Go on, Ab," Roak urged. "You got eight-ten cars of steers, 'bout ready to ship. Try 'em out on the Anaconda. If it works, I've got three hundred head I might give 'em."

"It's a chance," said Durbin.

Art saw his chance and plunged. He spoke with conviction. Even Roak listened. But when Art finished, Durbin said:

"Your railroad killed me a fifty-dollar cow an' paid me only fifteen. I've shipped stock on your line times before an' lost money by it."

Art was at the point of resuming his sales talk, but the shrewd squint to Durbin's eye checked him. A wary sense told him that this farmer had maneuvered him into a tough spot.

"Can't blame us much for bein' skeptical, can you, young feller?" Durbin said placidly. "Now, about them hogs Mac is loadin' down there. Suppose you get them into market by tomorrow, then the rest of us will talk business."

Art Crump realized that his plunge had been too abrupt. He should have known better than to argue with these seasoned bargainers. His proposals had been put forward with the thought that before they could be tested he could, in conference with Mr. Stone, plan the entire movement some time beforehand, make the arrangements, and smooth the way. But Durbin had crowded him into a corner.

"If you're going to try a test case," he said at last, "it should amount to something. Let's make a deal. If we get Mac's hogs to market tomorrow, we get your livestock shipments."

"You think fast and steady," Durbin mused. "If you got Mac's hogs in like you say, I'll go along with you."

Roak squirmed. "Well," he allowed reluctantly, "if you do right by Mac's pigs and Ab's steers, an' I get my binder parts this afternoon, I'll try you once myself."

"Well," challenged the horse-buyer, "that's a deal."

"It includes you, too, mister," Art stated. "Any horses you got to ship from here go by Anaconda—if we make good on the hogs."

The horse-buyer stared. "I guess I'd do that much."

Art gave him a friendly grin.

A PAIR of easy-going bays pulled up at the depot and two women, one young and shapely, the other middle-aged and angular, stepped down from the two-seated canopy-top.

The angular lady turned to Ab Durbin. "Pa," she said, "has that sack of seed come?"

"Yes. Ma. I'm a-settin' on it."

She glanced at Art. "My, but you've got this place cleaned up nice! Look, Lora, the windows are washed!"

At that moment the young station agent became aware of Lora Durbin: tall and well proportioned, with wavy dark hair, a plain-Jane face, and breasts that jutted out boldly. Her beryl-green eyes laughed and her mouth was provocative. Just to look at her was disturbing.

The girl answered her mother with a casual nod of approval. Then she smiled at Art and her full red lips moved slowly, languorously. "Has Pa told you about the cow that your railroad killed for him?"

Art looked up. "Yes, ma'am," he said. "I'm sorry about the cow. Was she a friend of yours?"

The reply came in a dreamy, self-absorbed fashion. "Gwendolyn hadn't a friend in the world. She even tore down the pasture fences just for fun. It saved us money when your train


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ran over her," the girl explained.

Art didn't know what to say next. *You're quite a witch,* he thought. *Tall and beautiful. Wherever you go, your breasts lead the way. Wonder how old you are? I guess about nineteen.* Then he flushed, like a little boy caught stealing jam.

Mrs. Durbin scrawled her signature on the freight bill for the seed, offered seventy-five cents to pay the charges, and remarked: "This is my daughter Lora. Your name is Arthur Crump. It was in *The Globe.*"

"Yes, ma'am," said Art.

"Young fellers from the city are lonesome here at first," Mrs. Durbin stated. "You'll get to know more folks when the work slackens." She studied him. "I guess you'd better come out Sunday to dinner. Don't look like you're well fed. We go to Calvary Church in the mornin'," she added. "Lora sings in the choir. You meet us there and we'll take you out to the farm."

"Thanks," said Art. "I'll be there."

His brain was in a whirl, but he resolutely dismissed the girl from his mind and went back to work. Calling the dispatcher, he asked:

"What main-line freight have you got rolling through Gumbo that our local will make connections with tonight?"

"How would I know?" the sounder drawled back. "Your local may make Gumbo by midnight, then again mebby not till two o'clock next week."

Art sent emphatic Morse that reflected his worry: "I have three cars of hogs that *must* leave Gumbo tonight and get to market by morning."

The dispatcher made some reflective I's and calculated. "I'll put one train through there about eight," he decided, "but your local couldn't make that and do his work besides."

"If the local conductor," Art tapped out steadily, "sees he can't make that connection, couldn't he cut off his engine with the three cars of hogs and run 'em in, and then come back to pick up his train? This has got to be done!"

"Haw!" said DS. "And get my head cut off?"

"Let me talk to the chief."

"Better not. He ain't feeling well."

"Put him on," Art insisted.

After a pause, the sounder took up its task again with an ironic clatter. "I, I, DG." Hedgie was on the wire.

Art recited his wants, but the sounder snapped back coldly: "We can't run locomotives all over the country for a few hogs."

Thereupon he wrote an urgent telegram to Mr. Stone, the district freight and passenger agent, and called an operator in the dispatcher's office and sent it. Then he went back to seal the carloads of hogs. In due time he returned to make out the contracts for them, to waybill freight and express shipments, to sell tickets and answer the wire, and to handle the other details that crowd upon an agent at train time.

The local chugged in, did its work, and moved on. The friendly horse-buyer waved him a farewell from the rear platform of the combination coach.

Art didn't sleep well that night. His dreams were an incongruous mixture of Lora and her father's pigs, the spiritual and the earthy. First thing in the morning he hurried over to the station and called the dispatcher.

"Yeah," that irritating man told him, "your pigs will go to market on time. But the crew had to cut off and run for the connection, like you asked, and there'll be some hell-raising over that. Better lay low for a while."

Art gloated. At least, he could go to the Durbin farmhouse for Sunday dinner with a clear conscience.

WHEN the Sabbath day came, the hot sun beat down upon Williamstown from a cloudless sky, but low humidity and a vagrant north breeze made life very comfortable. Calvary's bell pealed through the valley. Art went to church early and sat up front near the choir.

Lora, prim and demure in a filmy white dress, with a hymnal in her hands, looked like a saint on a mural painting. She sang an old familiar hymn as a solo, "There Is a Green Hill Far Away." Not once did she glance in his direction.

Her voice was a rich contralto. Art settled back in his pew and listened, and dreamed, and a great decision that had to do with Lora took shape within him. He felt transfigured. What was said in the course of the sermon he never did know.

Afterward, he met the three Durbins at the church door. A smartly-kept surrey with a fringed top stood just outside, in the shade of cottonwood trees, and the two dappled mares hitched to it were nibbling at the bark. Art climbed into the seat beside the driver.

For three-quarters of an hour they jogged along a dusty road behind the two mares. Arriving at the farm gate, Mrs. Durbin and her daughter got out and sauntered up the path to the house, while Art stayed behind to help the farmer unhitch, water, and stable the horses. For a moment he watched Lora out of the corner of his eye. She carried herself like a girl leading a procession.

*What a superb figure!* he thought. *Sharp twin peaks in front and a saucy posterior. By comparison, she makes every other woman I've met look like a maiden aunt.*

The Durbins were hospitable and the dinner was a bright and shining success. Art wondered if Lora had helped with the cooking. His mind was made up. Some day he'd ask her to marry him. Right now, though, he hoped that his face did not betray his feelings. If you kept on grinning and saying the right things, nobody guessed what was in your heart, nobody cared.

And so, from chicken broth to coffee and home-made apple pie, he answered questions politely and steered the conversation into the Anaconda Short Line and what it could do for the farmers. On that subject he showed enthusiasm.

Lora posed an enigma. From time to time she joined in the talk. Her voice was low and musical, almost seductive, but Art could not even guess how she felt about him. Her eyes—green and fringed like a palm

tree—swiveled lazily as she spoke, and for one thrilling instant they fixed on him but quickly moved on.

Art blessed the day that the crusty old chief dispatcher, Mr. Hedgie, had exiled him to Billtown. Now, for the best reason in the world, he just had to succeed. He refused to bring up the subject of love and marriage until he could approach Lora in the role of a good provider. It wasn't enough, as he saw it, to draw uncertain pay as a relief agent.

These thoughts were still in his brain the following Thursday when he picked up *The Weekly Globe* at the general store and glanced at the first page. His spirit sank. There, under a black headline, he read these words:

Mr. Arthur Crump, our new general agent for the Anaconda Short Line, has done a dazzling job of cleaning up the old depot. This chore had been neglected for some years, but today you can see through the window panes and you can even enter the station without peril of falling over misplaced freight shipments.

Agent Crump declares that this change presages a general overhauling of the railroad's Williamstown branch. He is, he avers, in close touch with the new president of his company, whom he calls by affectionate epithets, and he has the big chief's promise that train service will be speeded up to the entire satisfaction of shippers.

There was a lot more, but it took Art some time to nerve himself to read it. When at last he finished, he had to loosen his starched Arrow collar.

"I hope," he groaned, "the Old Man's clipping bureau doesn't get hold of that. I've got to quit popping off so much."

A MONTH LATER, Farmer Durbin gave his order for nine stock cars to be loaded on the 16th. Art placed it with the car distributor, but on the afternoon of the 15th he was dismayed to note that the local freight had set out only five empties.

Immediately after the train departed, Ab Durbin drove to the sta-


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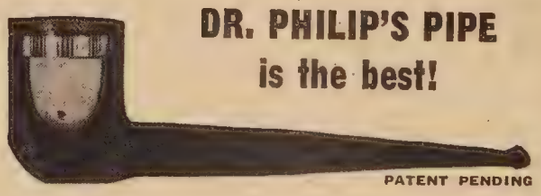

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tion in his surrey, of which he was quite proud, to make sure that the cars he had ordered would be available for loading the next day. His daughter came with him. She held the reins in her lap, with a perfunctory greeting to Art, while her father went about his business.

"There's only five," the farmer complained. "I should of known the Anaconda couldn't do the job. It 'most always never did. You'd better cancel my order, young feller, and I'll drive the steers to the Southwestern."

"Let me check on this," said Art.

He called DS and was put through to Mr. Hedgie. The sounder fairly crackled as he stated the situation.

But Hedgie snarled back: "We're short of cars. Load what you have and we'll send the rest when we get them."

The agent glanced at Lora and was glad she couldn't read Morse. Her honeyed voice reassured her father, "Arthur will get the rest of them here in time," but the green eyes had a dubious look.

Art had promised—boasted, if you came right down to it—so much this past month that there could be no excuse for failure. He knew he'd have to produce the cars. So he said: "I'll get them by morning."

He had written Mr. Stone that Ab Durbin was making the shipment, expecting the traffic man to protect it all the way through. He guessed now that the Operating department had slyly crossed him up on the first move. But Mr. Stone could quickly correct that. Anyhow, the empties had to be moved in and the loads out, as promised.

Mr. Stone had never failed him, Art reasoned as he sent the district agent a telegram. The reply came in late afternoon. As the letters tumbled from the sounder, his heart pounded on his ribs like drum-beats.

The message was from the district agent's clerk. It said that Mr. Stone had been away on a trip with another traffic official for several days and could not be reached. The clerk had tried to get the Operating department to move the stock cars in, but had failed to get service.

Art mumbled: "OK, AU."

Warm air circulated through the open window. It smelled of dust and drying alfalfa and it bore the faint ring of the blacksmith's anvil. Down by the empty pens, five palace stock cars baked under a coppery sky. Art brooded darkly.

At length, he snatched down a file from the wall and made a rapid study of the conductors' blind-siding reports—the record of cars loading, unloading, and empty at non-agency sidings.

His eyes photographed each carbon-smeared sheet as his fingers flipped them. Three dump cars loading at the gravel pit at Weaver. Two boxcars loading baled hay at Orosi. And then blank reports—until Parker. His swift fingers stopped on that smudged page, pressed it down, and crimped out the wrinkles. There were four empty stock cars at Parker.

You met conditions as they emerged; you were trained to do what had to be done. Those who handled well the unexpected and the difficult went on and up in the railroad game—or got fired! Those four cars, the exact number, had been set there as a challenge. The details of what he was to do about them flickered through his mind in a swift and orderly plan.

The agent at Ludlow, next station at the west end of the valley, must have ordered those cars for Parker. Standing beside his telegraph table, Art thumped out Ludlow's call till the circuit broke.

"When will you load those stock cars at Parker?" he asked.

"Next week, I guess," Ludlow answered. "Bill Price ordered eight for today, guessing they'd all be there within a week."

ART CRUMP fell into a sharp study of distances marked on the timetable. Then he pounded out a message on his old Remington. When a hand-car, with the section gang pumping, rolled out of the evening haze, Art went to meet it.

"Joe," he said to the husky foreman as the men unlocked the section house and wheeled the car inside, "we've got to move four stock cars down from Parker tonight. We have no engine, so you and I and your crew will have to do it."

Joe looked at his feet and grunted. "Haw! that's funny. Perhaps tomorrow."

"Tonight," said Art firmly.

"You crazy?" Joe inquired. "I think so. I lose my job."

"It's an order from the superintendent," Art assured him, and offered the telegram he had forged on the old Remington. "He says for you to do it. See?"

Joe stared at the paper. He put a heavy finger on the signature. "That the boss?"

"It is."

Joe pondered again.

"Two bits an hour overtime for the men, and four bits for you," Art encouraged.

The gang, squatted against the section house, stopped dragging on their twisted cigarettes. They looked at their foreman expectantly. They could use the money.

"There is enough down grade from Parker to roll them right into the siding here," said Art.

"Yeah," Joe agreed. "But you need a lotta push over the hump this side of Casting. I think it's too damn bad."

"We'll make it," Art grinned. "You and your men eat supper and be back in an hour. Unload all the tools from the hand-car and bring along two pinch bars and some pick handles."

The gandy dancers rose to their feet and slouched away. Two bits an hour overtime! Joe grunted.

The swift twilight faded as the gang wheeled their hand-car to the main line. The crew got their heavy shoulders into the thrusts on the handles, and the little car spurted and sang up the light grade. The men were full of beans and the car surged under their united power.

Then they came to Casting and pitched onto the down grade. The flanged wheels took up a bitter whine. The men stood erect, touching the flailing handles as they came up. It was dark, the stars made a restless arch, and the air whipping

past had a thin edge. Art Crump stood between the plunging handles and tried to judge and memorize the grades.

Joe came down upon the brake with a heavy foot of caution as they rolled out onto the long, wooden trestle that spanned Bow River. It was all solid blackness now except for a glint of stars on the rails.

The hard upgrade began abruptly beyond the river. The men put their solid backs into the slow drive. They took a long time to reach the four stock cars on the lonely siding at Parker. Joe bore down on the brake as they drew up beside them. The gandy dancers leaned on the handles and took the sharp air in gulps.

Art lit a lantern as he gave orders. The men strayed through the dark, their heavy feet blundering over the untidy right-of-way. One opened the switch. They let off the brakes of the four cars. Art gave Joe a pick handle for a brake club and assigned him to the rear car, and one of the crew to the next. He would ride the lead car himself.

Pinch bars clinked as the other crew men thrust the points under the wheels of the rear car. The stock cars creaked and began to move. The men on the ground would pump the hand-car home.

Art set his lantern on the running board and crouched by the brake wheel at the head end of the first car. The four cars stumbled over the switch points and became animated. They started a sleepy glide as they took to the swoop of the grade. The click of rail joints multiplied.

THE STATION AGENT was no judge of the growing speed nor how much punishment the light steel would stand. He hadn't an idea how much momentum they'd need to take them over the hump beyond Casting. He guessed it would require all the speed they could develop on the down grade; he'd have to let them ramble without check of brake-shoe, as long as his nerve held.

The cars did some crashing about now. The flanges slammed at the rails, trying to uproot them. They fled through a roaring blackness under the canopy of reeling stars.

Joe's yell came through the turmoil, and Art caught the grind of a brake wheel and a slight check in the speed. The section foreman's guts had failed — he was setting his brake.

Art stood up and started toward the rear. He found Joe huddled close to the brake wheel, chattering in a hidden tongue. He kicked the fellow and let off the brake.

"You wait till I tell you," he yelled.

Then he managed to stagger and crawl back to the thin pool of light his lantern made.

He had ridden the tops of fast freights, but this was different. A train has either a steady pull or the hard restraint of air brakes. Each move is controlled. But these cars seemed to have gone wild with sudden freedom. It was like riding a hurtling wall into black and empty space. They staggered on the curves, ready to turn over.

Desperately he resolved to get these cars over the hump at Casting and into the Billtown siding. All other desires were numbed by the beating wind and the clamorous speed.

There was no thought left of time or position. Art wasn't aware that Bow River bridge was charging to meet them. When they struck the trestle it was like the tearing apart of the whole earth and a plunge into its depths. Then they rocked clear of the trestle and it became fairly quiet after that terrible din.

At once Art felt the upgrade pull. The surge of unchecked power left them. The savage rock and slam eased, the roar and whine dulled to a controlled mutter. The top of the ridge was drawn against the night sky above them, and they climbed toward it with ebbing speed.

The station agent held his breath and tried to will more power to the slowing wheels. But they merely mumbled, turning lazily, inching up the incline toward that thin line against the stars, bumping heavily at the rail joints. The stars hung still and breathless.

*Hump–hump–hump,* the listless wheels muttered. The top of the


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grade was level with his eyes, then sank beneath him. The cars, apparently tired after their wild rebellion, could not climb the crest. The first one snailed up to the top, lumbered over, and then all momentum died. The drawheads chuckled together sleepily.

"Set the brakes!" Art called.

The catches rasped under two-pressure as he and Joe spun their brake wheels. The section foreman aroused himself and looked about in the darkness, apparently bewildered at not waking up dead.

After the savage racket, silence tore at his ears. An old moon shoved up from behind distant trees, and the stars receded. Art was cold.

The gang hadn't brought along any pinch bars, but likely they wouldn't be effective anyhow, with three-fourths of the cars on the wrong side of the grade. Motive power was needed. Art searched the moonlight for it. He saw live stock in a pasture that came down to the right-of-way, and among those trees there would be a farmhouse.

ART CRUMP took his lantern, strode back over the running board, and tightened the brakes on the two middle cars. Then he descended to the ground. Joe followed.

They crawled through the fence and jogged across the soft pasture. A house loomed among the shadows. Then a harsh voice came from some place.

"Stand right still there in the light," it said, "and speak your piece. This buckshot scatters some at that distance, and I have both barrels loaded."

Art located the stranger at an upstairs window. He stood as directed and tried to make his story plausible. The need here under the double-barreled gun was grim and Art exerted all his cunning.

The farmer considered in silence for come time. At length: "It don't seem possible. How much would you pay?"

"Whatever you think is right," said Art.

"It'd likely take six horses or more. Worth anyway five dollars a head," the farmer said shrewdly.

Art had learned his lesson in bargaining with simple country people.

"Make it a minimum of thirty dollars," he agreed, "and five dollars a head if it take more than six."

There was a lot of harness to be put on the horses in the barn under lantern light, and other gear to be assembled and taken along, none of it that Art knew much about. But he did lead four of those big, intelligent animals across the pasture and he wondered if anyone he knew would be so placid after being awakened for work at two a.m.

They tore down some right-of-way fence. Joe made a slight protest at this destruction.

The farmer took a deliberate while in the dim lantern light to hitch his horses to the cars. Art found some broken ties and blocked the rear wheels. They let off the brakes cautiously. Then at the farmer's "Hup! Haw!" those great horses leaned into their collars, dug in their iron spikes, and pulled.

The couplings clanked and tightened, the drawbars moved in their frames. It was a hard struggle to tip the protesting cars over the crest. At length they began to gather their own way.

Art yelled, unlinked the chain from the drawhead, and cast it clear. The farmer veered his horses from the track. The cars picked up a little speed and Art swung aboard.

"Take those ties off the rails!" he called down to the farmer.

"When do I get my pay?"

"Send me your bill and I'll have a check mailed," Art said as they sailed away into the moonlight.

They rambled peaceably down the gentle grade. Art's own semaphore light, which he had cautiously set, presently flared red out of the night. With tightened brakes they nosed up to the Billtown siding. Art opened the switch and let them drift in. He chuckled softly.

The first quiet light of day was in the sky then. Down the road hung a cloud of dust, under which Ab Durbin's nine enpty stock cars were waiting to be loaded.

THE SUN wheeled into the hot sky. Durbin's stock bawled sullen protest as Ab and two hired hands urged them into the cattle cars. As soon as a car was loaded, Art had to climb on top, release the brake, and then descend and start the car rolling down the slight grade by prizing a wheel with the pinch bar. When it gathered some momentum, he scrambled aloft again and stopped the car far enough down the siding to clear the others as they came down in turn. After that he had to set an empty at the chute in the same way.

It was during the second of these switching operations that the penetrating voice of the horse-buyer struck him from behind, above the bawling of the steers.

"Pete's sake! Why don't those section hands help you?" the gaunt man in derby and spectacles inquired.

The inert gandy dancers, worn from last night's toil, had elected not to take out the hand-car that day and were stalling about the yard.

"The section foreman says," Art explained, "that his men aren't switch engines, and I guess he's right. Are you going to have some horses to ship soon?"

"Mebby," said the buyer, who seemed a friendly sort. "Like to have some help, son? You look like you've got your hands full."

"You'll get your pants dirty," Art warned.

But the horse-buyer took off his linen duster and hung it on the stock pen. Then he set his hard hat tight to his head and climbed on top of a car that Farmer Durbin had filled with cattle.

Art started the car rolling. The buyer rode her down and anchored her as she bumped into the loaded car ahead. Then he came back to jockey an empty down to the chute. He was quick and spry.

As Art returned to the station to check in a shipment of household goods, the horse-buyer went to help Ab Durbin and his hands prod steers into the cars.

Art toiled and sweated and fretted. Without Mr. Stone to back him up, he was afraid of what might happen. He felt frustrated. But he held to

the mental vision of Lora Durbin, with her laughing eyes and honeyed voice, her slim, beautiful legs, and all the magic and excitement and drama that make up a woman, and this image kept him going.

He recalled Mr. Hedgie's parting taunt when he set out for Williamstown, "And I hope you marry some nice farmer's daughter." Well, that was exactly what he aimed to do—if she'd have him.

*She never will, of course,* he thought bitterly, *if Hedgie sets me adrift with a bum clearance.*

The westbound morning local came, did its work, and departed. The day wore through noon and beyond. The horse-buyer walked through the yard to report the last of the steers loaded. One beast had kicked him through the chute fence, tearing a trouser leg.

He limped a little. His hard hat had been pushed about and was dented in several places. Sweat and dust smudged his glasses. He looked hard at the section crew lightly tamping ties. The crew stopped all labor, leaned on their shovels, and stared back at him.

Lora Durbin sat perched on the telegraph table, her slim and shapely legs dangling over the side, and a curious Mona Lisa smile playing on her lips. Her bright eyes followed Art as he made out the livestock contracts. Once he looked squarely at her. The girl turned away. Was she playing a game of hard-to-get?

But with the urgent problem of moving a string of cattle cars still unsolved, Art was in no mood to think of sex. The horse-buyer reported, and the station agent flipped open his key to call the dispatcher.

"Everything here is loaded and ready," he said. "If the local hasn't much for me, he ought to be out of here in forty-five minutes. It's up to you to see that my steers make a connection at Gumbo and get to market in the morning."

"Nothing doing today," the dispatcher flicked back. "A mess of loads got away down the incline at Carson and piled up across the main line. Won't be able to clear it before morning, and the freight I'd intended to hold at Gumbo for your cows is on the wrong side of the pile-up."

Art groaned and the perspiration on his face turned suddenly cold.

"Haven't you got anything on the other side that can pick up my stock?" he thumped out in despair.

"One due into Gumbo about two-thirty, but I can't hold him six or seven hours for your trifling connection."

"But you've got to." Art pleaded. "If you fall down on this shipment the Anaconda will be sorry it ever built the Billtown branch and I'm going to regret I was ever born. You must hold that freight for my connection!"

The dispatcher sent with a touch of sympathy: "Listen, AU. When them loads smeared up the main line, I saw what you'd be up against, so I asked the chief what we could do about your stock. He said, 'Not one damn thing.' You could see that he meant it. Your cows'll have to lay over in Gumbo till who knows when. Some time tomorrow, anyhow."

"Mr. Stone isn't back yet, is he?" Art asked weakly.

"I haven't seen him."

Art cast a hopeless glance at Lora. She still wore a tantalyzing smile. Her silk-clad legs were now resting on the scarred, old, wooden table, with the lower part of her green dress wrapped around her knees. Art could not read her mind. The wild thought came to him that here was a Byzantine empress calmly watching a life-and-death struggle in the arena.

Her father barged in to sign the livestock contracts, mopping his brow with a blue bandana.

"If this market holds two days more," he beamed, "it'll make things pretty easy for us. But they'll be crowding it now and she's liable to crack soon. You've got to get these critters of mine in tomorrow, young feller."

ART couldn't see things clearly in that dingy office. He had never realized that life could crash so swiftly, that you could build to one event that would, by slight mis-




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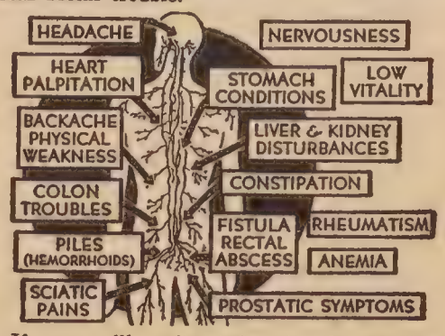


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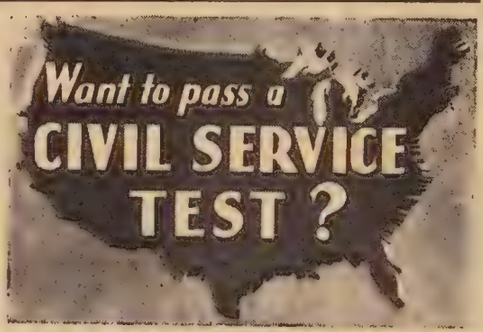


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chance, ruin so much of his world.

The horse-buyer's- voice interrupted with a note of authority: "You look like something's gone wrong, son. What is it?"

Durbin frowned at Art. "Anything happened to hold up my stock?"

Lora was still unruffled. The youth couldn't endure that any longer. But when he tried to speak, it wouldn't all come at once.

"I've got to tell you—"

Then the sounder spoke as the dispatcher snapped his call. Art answered it automatically.

"Stone is here now." The metallic words rang through the room and seemed to reverberate out over the hot fields. Art's mind slowly staggered back to catch their meaning. "Wants to know if you've got anything to say to him."

Art began, "Tell him—"

He had to think the situation all out again, and then he was flinging it at the trick man in headlong Morse. It came in such a tumble that the dispatcher had to break him twice.

On the wall, the old Seth Thomas wooden clock ticked out the seconds while the dispatcher held his key open and Art waited for the verdict. He made no effort to turn his eyes from the sounder's brass tongue, forgetting, for the moment, even that sweet young female on the table.

The sounder spoke at last: "Stone says okay to send the cows along. He'll take care they get to market on time."

Art gulped joyfully.

"But," the sounder went on, "Stone wants to know where you got those four cars you needed yesterday."

Art grinned. "Tell him I ran them down from Parker last night myself, and ask him to protect Parker's loading."

"Well, I'll be damned!" said the dispatcher, speaking for himself.

The horse-buyer's voice snapped with hard impatience as the station agent glanced up. "Is there any delay in sight to this livestock?"

Art shook his head. Then he got up to indicate the contracts. "Sign here, Mr. Durbin, on this line."

The farmer signed, folded his copies, and went back to check his loaded cattle. The horse-buyer followed him out, leaving Art alone in the depot with Lora Durbin—alone with her for the first time.

Art whirled impulsively. Clasping the minx in his arms, he kissed her full ruby lips. She did not object, but hugged his shoulders for a brief moment of ecstasy. Then he drew away, and the pair regarded each other shyly. Art heaved a sigh.

"I've been wanting to do that for a long time," he said, "ever since we met."

"And I have been wondering when you would get around to it," Lora cooed.

Art took a plunge. "I'm crazy over you, baby. It was love at first sight. As soon as I get a regular agency I am going to ask you to marry me."

The green eyes were dancing. "Why wait?" she said. "The answer is yes."

NEXT MORNING, news from the dispatcher's office was not all good. Yes, Mr. Durbin's cows were in and probably unloaded by now. The crew had cut off the engine of the main freight train and sent it down the branch to meet the cattle cars. The Anaconda made a record in handling that shipment.

"But," the plaintive sounder went on, "it's come to a showdown now whether Berg or Stone is running this division. Nickerson is expected here any minute, and everybody is holding his breath. But you know the story. No railroad is going to let the Traffic department dictate to the Operating department. None I ever heard of. Stop in here and say good-bye when you get your time check."

And on the following morning the local brought a relief agent and operator, together with the traveling auditor.

"I'm checking you out," said the auditor, "and Fred Boswell in. You're to report to Mr. Hedgie in the morning."

Art said, "Sure!" and fumbled his way through a blue haze. He turned over the station cash and accounts. Then he cranked the wall telephone to break the news to Lora.

"Brace yourself, baby," he said. "They're pulling me off the job and I'm leaving this afternoon to see the chief dispatcher. You know what that means. Mr. Hedgie wants my scalp. Well, I did my best. I'll get a good job somewhere, don't you worry."

"I know you will, Arthur," the dulcet voice reassured him, "and I am not worried. Maybe things aren't so bad as you think."

"I'll call you again as soon as I can. Bye-bye, dear!"

ART STUCK out his chin and plucked open the door to the stairway. Taking the steps with a surge, he shouldered into the chief's office. Mr. Hedgie looked as if he saw something escaped from a cage.

"They're waiting for you in Mr. Stone's office," he said.

He opened the door. Art pulled his feet over the threshold and looked around nervously.

Superintendent Berg, crossed legs tucked under his stomach, filled a chair at the left of Mr. Stone's desk. On the right of it Art saw a figure so familiar that he hesitated. Mr. Stone, thin and preoccupied, sat behind his desk talking to the familiar figure.

"Rate adjustments will have to be made, of course, with the increase in volume of traffic. But our problem now is to reinstate that volume before we disturb the rate structure."

The man nodded and looked at Art. It was the horse-buyer! His gaunt face was bleak and his round glasses glinted fire.

"Hello," said Art pleasantly. "Trying to get Mr. Stone to lower his rates on your horses?"

The answer was a grunt.

"How are you, Art?" said the district agent.

There was something strained in him today — no friendly wrinkles.

"Apparently you know this gentleman," Mr. Stone went on. "He has already mentioned you. And he just now showed me this."

Art reached out for a newspaper

clipping. It was the *Globe's* article in which Agent Crump was made to foretell vast improvements for the Williamstown branch, and related his own close touch with President Nickerson.

Under the official eyes, Art felt his ears growing pink. He grinned foolishly.

"I didn't say it like that." He looked at the horse-buyer. "Say, mister," he recalled. "You were there when I popped off. I didn't say I knew Mr. Nickerson like that, did I?"

"Art," said Mr. Stone quietly, "perhaps after that you should at least be able to identify our president by sight. Meet Mr. Nickerson." He indicated the lean old horse-buyer.

The youth blinked and stared and didn't get it. Then light trickled faintly through his murky thoughts. It was well known that Mr. Nickerson often lurked about his properties alone. Art had heard such stories.

He was out of his chair, "Hey, mister," he gulped, "you don't mean that you are President Nickerson?"

"Salt and Molasses, I believe you said." A pair of glasses bore steadily on Art.

THE YOUNG station agent tried to focus on past events.

"And you watched me spread myself about you and the Anaconda Short Line," he spluttered, "and you helped to load steers, and—"

Mr. Hedgie cut in with: "Mr. Crump here took four stock cars from Parker and rolled 'em down to Billtown wild. A dangerous operation—a violation of rules!"

"And he forged my name to a telegram ordering the section foreman to help him do it," the super pointed out. "He promised the crew two bits an hour overtime, the foreman four bits."

"Is that right?" Nickerson asked.

"Yes, sir," said Art.

Berg produced a rough bit of paper. "I have here a bill of thirty dollars against us for horse-power to help drag those same cars part of the way. It was Crump's idea."

"And is that correct, too?"

"Yes, sir. And the farmer has got it coming to him."

"Pete's sake!" said the president "Took things into your own hands, didn't you?"

Art had regained self-control.

"Sure!" he said. "I couldn't get action from anyone except Mr. Stone, but he was away and I couldn't reach him. I had to have those cars or we'd never been able to do business in Billtown again. I thought you wanted the business, and I went out to get it. Maybe I was wrong."

Art turned furiously and made for the door. Mr. Stone stopped him.

"Just a minute, Art! We haven't quite finished yet. I have a statement to make myself; and then if Mr. Nickerson says so, we both go." He faced the big tycoon.

"Mr. Crump," he said, "went beyond my instructions merely because I wasn't available to give them. He could get no help from his immediate superiors, and he might have rested on that. But he didn't. He believes, as I do, that when there's traffic to move—move it."

Chief Dispatcher Hedgie stopped chewing his gum. Superintendent Berg rolled uneasily in his chair. Old Salt and Molasses pierced these two with a glance.

"What I've got to tell you gentlemen," he said, "you'd not want the others to hear. I'll see you both in Berg's office in half an hour."

Then the light behind the glasses modified, became a misty glow.

"In my time," Mr. Nickerson said, "I've been called a lot of things. But never before have I been taken for a horse-buyer." He looked at Art. "It was worth getting kicked by that steer to watch those farmers crowd you into a corner and then see you fight your way out."

He smiled faintly.

"What this railroad needs, young men, is an assistant district freight and passenger agent in charge of livestock shipments — and you're elected."

Art gulped a fervent, "Thank you, sir," and as soon as he was out of the office he made a bee-line for the nearest telephone. It seems he had an important message for the daughter of one of the shippers at Billtown, where he used to be agent. ●


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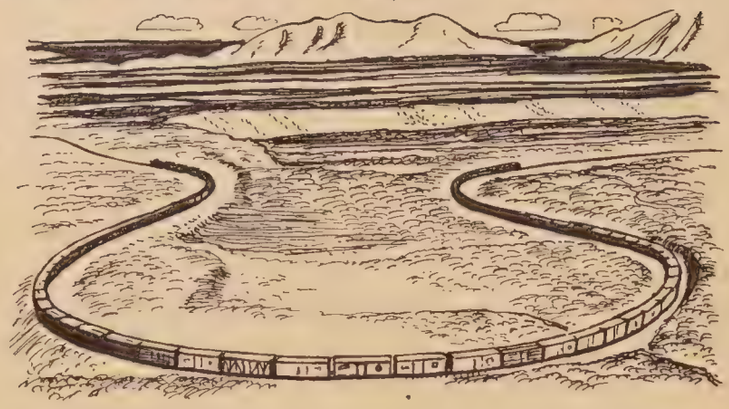
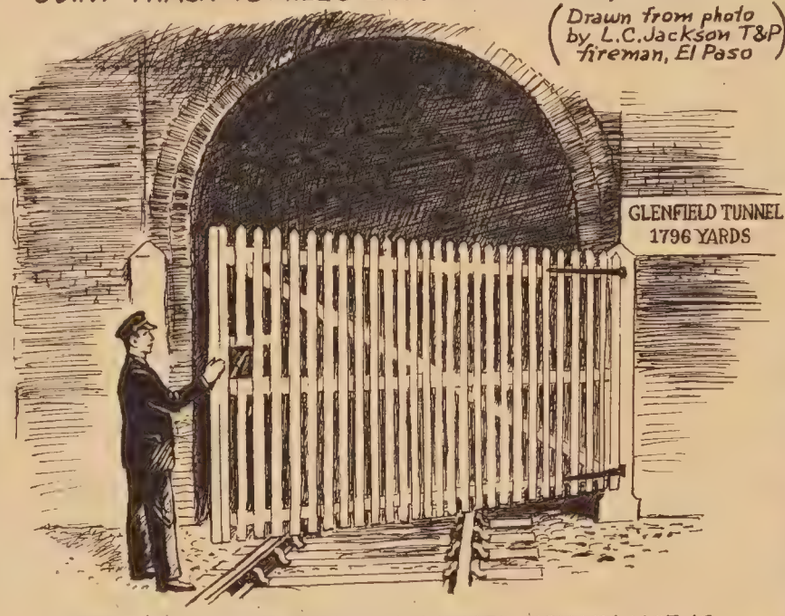
# Along the Iron Pike

by Joe Easley

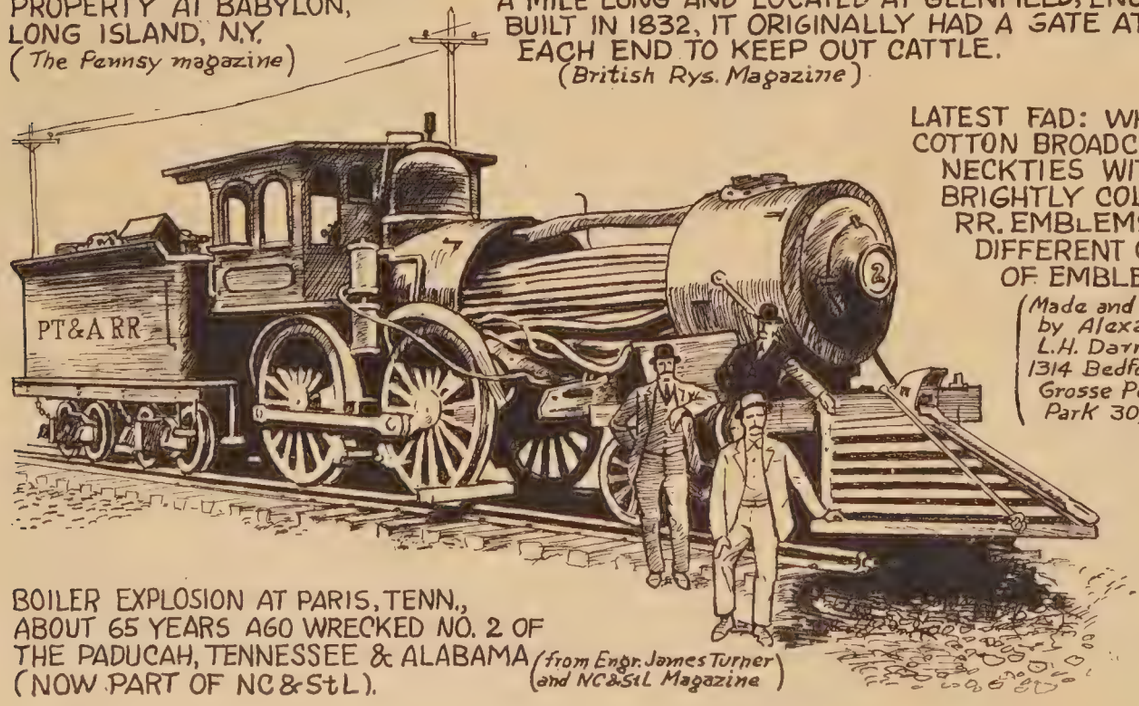
ROBERT TERRY, PRR PASSENGER CONDUCTOR, HAS 3 SUCH APARTMENT HOUSES FOR BIRDS ON HIS PROPERTY AT BABYLON, LONG ISLAND, N.Y.
(The Pennsy magazine)



PENNSY AND BURLINGTON AREN'T THE ONLY ROADS WITH HORSESHOE CURVES. HERE'S ONE ON T&NO-T&P JOINT TRACK 78 MILES EAST OF EL PASO, TEXAS.
(Drawn from photo by L.C. Jackson T&P fireman, El Paso




WORLD'S OLDEST RAILWAY TUNNEL NOW IN USE IS A MILE LONG AND LOCATED AT GLENFIELD, ENGLAND. BUILT IN 1832, IT ORIGINALLY HAD A GATE AT EACH END TO KEEP OUT CATTLE.
(British Rys. Magazine)




BOILER EXPLOSION AT PARIS, TENN., ABOUT 65 YEARS AGO WRECKED NO. 2 OF THE PADUCAH, TENNESSEE & ALABAMA (NOW PART OF NC&StL).
(from Engr. James Turner and NC&StL Magazine)

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# Railroad Rimes

## WILL THE LIGHTS BE WHITE?

**(Around the turn of the century, when this poem was written, the green light was used in railroad signaling to mean caution, while the white light was the clear signal.)**

OFT, when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals slow;
The red light is a danger light;
The white light, "Let her go."
Again the open fields we roam,
And, when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend,
The run seems short tonight;
God only knows what's at the end—
I hope the lamps are white.

*—Cy Warman*

## BEVERLY CURVE

THE BEVERLY curve is long and smooth
Where west the steel rails run
Past a brawling spring toward a wooded ridge
In the glow of the dying sun.
And every night as we swung that bend
In the cab of the Limited's mill,
We watched the farm lights flashing by
In the woods of the tree-crowned hill.

In summer time on Beverly curve
When we reached the babbling spring
Charlie would shut off the roaring steam
Just to hear the crickets sing.
The hoarse exhaust as he would open her up
Would deafen the countryside,
And he'd turn to me with a sheepish grin
As the song of crickets died.

Each night for twenty years and more
He shut her off at the bridge
When we rushed along the Beverly curve
And whirred up toward the ridge.
He liked that sight, and he liked his job,
And many a time he'd say:
"That curve is the prettiest spot on earth
At the close of a perfect day."

Sure enough, when Charlie had passed,
The lawyer read in his will:
"Scatter my ashes from out of the cab
Of an engine on Beverly Hill."
And so at dusk when we hit the curve
And roared through the wintry land
I leaned far out from the tender steps
With a steel box in my hand.

I clung in the gangway with the box
And as we came to the spring
The hogger quietly shut her off
Where the crickets used to sing.
Charlie's ashes were strewn on the wind,
And the engine bellowed again
As she stormed ahead up Beverly slope
On the old Panhandle main.

But when I ride the Beverly curve
And we tear up toward the ridge
I remember Charlie and how he used
To shut her off at the bridge.
And whenever a job don't go quite right
Or I need a lot of nerve
I think of the pal whose ashes lie
Scattered on Beverly curve.

*—Ty Price*


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# BOOKS of the RAILS

**SHORT LINE JUNCTION: a collection of California & Nevada Railroads, by Jack R. Wagner, Academy Library Guild, Fresno, Calif., 246 pages, illustrated, $4.75 (de luxe edition $8).**

This is a bookfull of entertaining facts and stories about seven picturesque short lines in California and Nevada, colored by the areas they serve, including the Mother Lode country and some great forests. The author has captured the nostalgic appeal of locomotives and the men who run them. He also devotes 21 pages to motive power rosters of the seven lines. His book is generously illustrated with good photos, some of which are poorly reproduced.

Wagner is an NBC radio program manager and contributes to an impressive list of railroad periodicals, our own among them. *Short Line Junction* is a book that railfans would like to give or receive as a Christmas present.

**THE SLIM PRINCESS: The Story of the Southern Pacific Narrow-Gage, by John B. Hungerford, 36 pages, paper-backed, illustrated, Hungerford Press, Reseda, Calif., $1.**

A nostalgically-written book about the old Carson & Colorado narrow-gage from its earliest days of steam and Morse to the present diesel-powered segment of the Espee. Included are an all-time locomotive roster and many well-chosen illustrations (photos and line drawings), all beautifully reproduced. An unusually good buy.

**TRAVELTOWN, by Gerald M. Best, 28 pages, illustrated, paper-backed, The Western Railroader, Box 668, San Mateo, Calif.**

A clear-cut account of the outdoor museum of rail transportation in Griffith Park, Los Angeles, with a roster of the many locomotives and electric cars exhibited there. The photos —nearly all made by Best—are plentiful and of high quality.

**MANO MAJRA, by Khushwant Singh, Grove Press, 795 Broadway, New York, N. Y., 181 pages, paper-backed $1.25.**

The Punjab village of Mano Majra in India was known for its railway station and the daily arrival of a "goods" train. Then in 1947, following the partition of Pakistan, the village was torn by religeous strife. Trains continued to pass through, but instead of freight they carried thousand of refugees, for this was a period of mass migration and killings. Ten million people were on the move. "Ghost trains" rode through the night, laden with corpses. One train, crowded with 1500 live Moslems, because a funeral pyre near the Mano Majra station. The finale is a real horror story.

In this contemporary historical novel, India's railways play an important but gruesome role.

**On the old C&C: illustration from Hungerford's book, *The Slim Princess.***

**WORKING ON THE TRACKS, by B. H. Moore, Association of American Railroads, Accounting Division, Washington 6, D. C., 81 pages, $1.**

This illustrated manual describes in detail the various material, work, and labor reports used by railway accounting in the construction and maintenance of roadbed and tracks.

**THE LITTLE RED ENGINE GOES TRAVELING, by Diana Ross, illustrated by Leslie Wood (American edition), Transatlantic Arts, Inc., Hollywood-by-the-sea, Fla., 32 pages, $2.**

The fifth book in a children's serie opens with a little English steam engin replaced by a diesel. When word go around that she would be scrapped, maharajah bought her to use on hi great estate. So the engine and her en gineer were shipped to India. The boo is written delightfully and well illus trated, mostly in color.

**FAST TRAINS! BUSY TRAINS! b Jane Barr, illustrated by Chauncey Maltman; Albert Whitmen & Co., Chi cago, $1.25.**

A story for youngsters, describin the cars which make up a transcon tinental train.

**THE FIRST BOOK OF TRAINS, b Russel Hamilton, Franklin Watts, Inc. New York, 66 pages, $1.95.**

A primer that takes the young reade from slow freights to flashing stream liners, and presents a fascinating be hind-the-scenes world of trains an the mechanism that makes them run The operations of switches, signals shops, and tracks, are explained wit pictures and text. Jeanne Bendick ha illustrated every page with line draw ings. A good Christmas gift fo Junior.

# TRANSIT TOPICS

by STEVE MAGUIRE

DESPITE the dwindling of trolley lines, or maybe because of it, the current season's crop of books on the subject is profuse. Readers who want to learn more about the hey-day of the trolley will enjoy the new publications.

Steve Maguire

Let's begin with *New York & North Shore Traction Co.*, by Vincent F. Seyfried, a well-known historian of traction lines in the New York area. His 72-page book comes out 35 years after the last car rolled on the NY&NST eastward on Long Island from Flushing to Roslyn. It tells the history of this line in text and pictures. Mr. Seyfried has dug up some long-forgotten material; his new publication is accurate and entertaining. Copies are sold at $2.50 each by Felix E. Feifschneider, Box 774, Orlando, Fla.

If you prefer the Midwest, you should read *Arkansas Valley Interurban Ry.*, a 56-page booklet, No. 19 in Ira L. Swett's Interurban Special series. Written by Malcolm D. Isely, who grew up along the AVI, the story is rich with reminiscences of years when the big green cars toured the prairie land from Wichita to Newton and Hutchinson, Kansas. Illustrating the text are 112 photographs, 8 maps, and copies of operating timetables, No. 19 may be had for one dollar from Ira Swett, 1414 S. Westmoreland Ave., Los Angeles 6, Calif.

The streetcar and interurban lines that served central New York State feature an illustrated history by Shelden S. King, R.D. 3 (Magee), Waterloo, N. Y., entitled *Trolley Pictures of the Finger Lakes Region.* Its 24 pages recall trolleys that ran in Auburn, Geneva, Ithaca, Elmira, Hornell, and many other towns. Mr. Reifschneider sells this booklet at 60 cents a copy.

*Morris County Traction Co.*, a New Jersey interurban, features the latest issue of the North Jersey NRHS publication, *The Marker.* Reprinted from an earlier issue by demand, this 8-page slick-paper history boasts some rare photos, together with a map and an equipment roster. Copies are obtainable from R. S. Wendeling, 114 Oakley St., Roselle, N. J., at 50 cents each.

Australian fans have put out a 20-page account of the tramway line from St. Kilda to Brighton, in the Melbourne area, which recently passed its 50th anniversary and is nearing the end of service by Victorian Rys. Entitled *The Brighton Electric Line*, this illustrated history includes photos of early equipment such as Brill single-trucked open, closed, and California-type cars.

Copies may be obtained from Traction Publications, 61 Ivanhoe Grove, Chadstone, S.E. 10, Victoria, Australia, for 2 shillings. (50 cents), preferably in an international money order.

Several conference papers read at a recent meeting of the American Institute of Electrical Engineers in San Francisco have been made available to the public in printed form. These include:

*Developing and Building Rapid Transit Rail Cars*, 10 pages, with illustrations, by Elmer C. Wrausmann, vice President, St. Louis Car Co.

*Rapid Transit Progress in Toronto*, by J. G. Inglis of the TTC, 6 pages, describing in detail the equipment and operation of the Yonge Street subway.

*Recent Developments in Lightweight*


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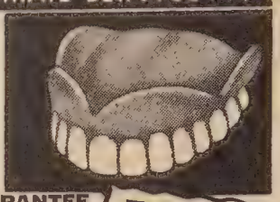

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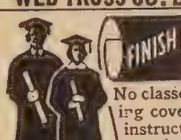



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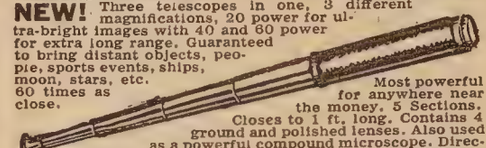

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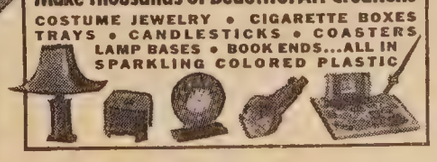

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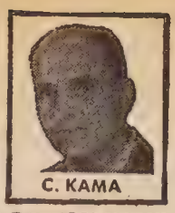
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**Someone asked if a tornado ever hit an interurban line. Yes, indeed! Note the damage done to about half a mile of Illinois Terminal right-of-way looking north toward Alton on May 10, 1949. Luckily, there were no trains involved.**

*Rapid Transit Equipment*, by Robinson & Schoch of Westinghouse Electric, discussing new equipment on the CTA, MTA, CTS, and proposed San Francisco rapid transit lines. Its 11 pages also gives details of the newest rapid transit cars bought for large cities.

The above papers can be had for 80 cents apiece, plus 5 cents for first-class mailing, from American Institute of Electrical Engineers, 33 West 39th St., New York City.

BY PROCLAMATION of New York's Mayor Wagner, last June 28th was "R-day," in commemoration of the opening of the New York City Transit Authority's new rapid transit line to Rockaway Beach, 11.62 miles of track, including a four-mile stretch across picturesque Jamaica Bay.

This opening fulfills a dream that dated back for about 40 years but remained in the planning stage all that time. Much of the line is built along the route of the abandoned Long Island Railroad trackage to Rockaway Beach, including the Bay crossing that the LIRR gave up after a cigarette butt tossed from a car window on May 8, 1950, had caused a costly trestle fire.

Between 1898 and 1917 there had been rapid transit service over the Long Island track during the summer. Brooklyn Elevated trains ran to and from Rockaway Beach over a ramp at Atlantic Avenue and Chestnut Streets, Brooklyn.

The cost of the new line, $56,000,000 —less than $5,000,000 a mile—is remarkably low in comparison with today's costs of rapid transit construction. The price was kept down by the use of much salvagable roadbed.

THE ONLY streetcar operating in Canada between Vancouver, B. C., and southern Ontario is a little, single-trucked, passenger car that runs on a mile of straight track beside the hump at Fort William, Ont., in the Canadian National's Neebing yard. So says Peter Cox, 2426 West 20th Ave., Vancouver 8, B. C., who recently discovered it.

An ex-Toronto passenger car, built about 1905, is now numbered CNR 15702. It carries yardmen back up the hump after they have ridden freight cars down. Painted bright orange, it is kept in first-rate condition.

This seems to be a most unusual operation. Can any reader give us more information on it?

TREMENDOUS changes and significant enlargement in Chicago's rapid transit in the next decade were predicted at a meeting of the American Institute of Electrical Engineers in San Francisco.

The forecast was made by Stanley D. Forsythe, general superintendent

Stephen Dearborn Maguire, 802 10th Ave., Belmar, N. J.

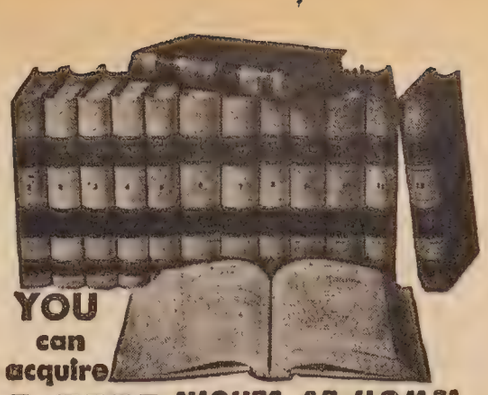
**Chicago Transit Authority car 7223 on the Dearborn Street bridge over Chicago River on Broadway-Devon line, soon to be "bussed." (Incidentally, your *Transit Topics* editor was named for this street—his middle name.)**

Peter Cox

**Unique Canadian National trolley carries yardmen back up the hump at Fort William, Ontario, after they have ridden freight cars down. (See page 76.)**

New York City Transit Authority

**First subway passenger train crosses Jamaica Bay on Rockaway Beach line.**

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**Former No. 1363, H-4 type, one of fifty Los Angeles Transit Lines cars being shipped to the Republic of Korea from the dock at Long Beach, California.**

of engineering, Chicago Transit Authority, in a paper presented at a symposium on land transportation, during which he described plans for moving people to and from the heart of the city.

"It is not too radical to say that any large city can have just as fine a rapid transit system as the citizens aspire to," he observed.

Regarding Chicago, he said: "A further and more complete modernization of rolling stock, substitution of high-speed, grade separated private rights-of-way for obsolete elevated structures and ground line operation, simplified fare collection techniques, modern maintenance facilities and other kindred activities will all tend to further decrease the operating costs of rapid transit operation."

EPITAPH. On July 1st, the Waterloo, Cedar Falls & Northern lost its historic name and its independent existence. Its new owners, the Illinois Central and the Rock Island, took control and are now operating the line as the Waterloo Railroad Co. Dieselization may supplant electricity in the near future.

The sole passenger service at the end was given by car 381, the only city car to survive the road's roundhouse fire two years ago. Its schedule of six round trips daily, five days a week, was not enough to justify the continuance of electric service. This lone car will probably go to a museum, along with the last interurban car, No. 100, that ended regular service in February and whose preservation is being demanded by fan groups.

Car 100 rolled once more on a June week-end. The CERA fan group chartered it for a special trip which your *Transit Topics* editor attended and which may have been its last trip over the system from Cedar Rapids to Waverly.

CENTRAL ELECTRIC RAILFANS' ASSN., Box 503, Chicago 90, Ill., is seeking photographs and other material from Iowa trolley and interurban lines for use in the 1956 annual *Bulletin* that will feature *Electric Railways of Iowa.* The CERA *Bulletin* of past years have become collector's items. Recent issues covered traction lines of Illinois, Ohio, the Illinois Traction Co., the Milwaukee Electric, etc. These are large, attractive books, with photos, maps, and other details.

As an example of the demand that exists for older CERA bulletins, which sold at $5 each, we got a letter from Morris M. Ward, 908 Englewood Rd., Cleveland Heights, O., who was seeking the 1952 CERA *Bulletin* covering Ohio lines—a beautiful collection of

Arnold Reid, Defensa 665, Buenos Aires, Argentina

**Sign on Cordoba exhibit tells how Peron regime looted Argentine treasury.**

photos and material. He offered $25 for one copy.

We recommend each and every CERA publication to our readers. Any non-member who wants to get the Iowa book should send $5 to the CERA for associate membership, which will bring him the new book when it is issued.

OWNERS of the Chicago, Aurora & Elgin want to sell out and reap a handsome profit from its assets, including real estate, in a booming market. The line's fate has been settled, at least until June 30, 1957, with an agreement whereby the CA&E will continue in operation to allow state and municipal officials a chance to take over the company and possibly see if service can be expanded to bring the cars downtown along the new Congress expressway median strip, soon to be completed.

FIFTY old-type cars of the Los Angeles Transit Lines have been sold for use in Korea, probably at Pusan, which has the same 3½-foot gage as L.A. They were repainted dark green and cream, with blue roof, and are being shipped overseas as part of 75 streetcars promised for Korean lines by the U. S. Government.

The last of the older H type cars in Los Angeles may be taken out of service next year, LATL has applied for permission to put buses on the W line, one of the two remaining routes not now using PCC cars. The appeal, if granted, would leave LATL with only five operating streetcar lines.

LATL has won its fight to prevent the Santa Monica Municipal Bus Lines from operating to downtown L.A. over the route of the Pico trolley line.

AN INTERESTING photo comes to us from Arnold Reid, an Argentine fan.

The picture shows car 39 of the Mar Del Plata Tramway Co., on exhibit at the Plaza San Martin in Cordoba city, where some of the fighting took place in September '55 and where Peron defenders made a last-ditch stand. The trolley carries a signboard reading: "One of the 40 cars bought from the Mar Del Plata Co. by the city authorities prior to the revolution. Total amount of this purchase, $4,300,000." (This is a translation.)

The car was exhibited to show how the Peron regime had cost the public large sums of money. The sale had been forced upon Cordoba city, which had trolley lines in operation after the Mar Del Plata tram quit service. Forty single-trucked cars in bad condition were shipped to Cordoba. There it was learned that they could not be used without repairs more costly than the original value of the cars, hence someone had looted the Argentine public of four million dollars.

Mar Del Plata is an important seaside resort that had three or four trolley lines before trolley buses took over a few years ago. ●


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Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employes' (operating) tts.

Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y.

CONGRATULATIONS to John D. Weinhold, president, Box 242, Griswold Plaza Station, Erie, Pa., and to all other persons who helped to form the new Lake Shore Chapter of the National Railway Historical Society. This group meets the second Friday of each month, 8 p.m., at 136 W. 10th St., Erie, and is planning a lively winter program. All welcome.

MODEL RAILROADERS will be interested in an illustrated sheet of official railroad lantern signals put out by R. E. Dietz Co., manufacturer of Comet Electric lanterns. Copies may be obtained free from toy dealers or by writing to R. E. Dietz Co., 225 Wilkinson St., Syracuse, N. Y.

MALAYA HEARD FROM. "I am stationed in a country where no copies of railroad magazines can be obtained and I am wondering if any of your readers have old copies to spare that they could send me," writes Sgt. J. V. Sullivan, 22512383, R.A.M.C. 19 Field Ambulance, c/o GPO Taiping Perak, Malaya.

INSTEAD of discarding old neckties, give them to Lawrence French, chief order clerk, Kentucky & Indiana Terminal RR., Louisville, Ky., for his aunt to use in making beautiful quilts. The aunt, Mrs. Mirilda Brian, age 92, does her sewing without eyeglasses!

OKLAHOMANS wishing to form a railfan club write Jerry Moore, 1616 W. 17th St., Tulsa, Okla.

## SWITCH LIST

W. E. AINSWORTH, Rte. 5, Box 565, Port Orchard, Was., wants good size 116 steam pix of NP, Milw., GN, UP, other Western rds. Answers all mail.

BOB ANDERSON, 715 Pab St., Ironwood, Mich., will trade Railroad Magazine May '50, Apr. '52, July '52, in good cond. Has C&NW emp. tts., tr. ords. Will sell U. S. pix, list 5c.

CHUCK ANDERSON, 2705 Adeline Dr., Burlingame, Calif., will sell 25 ft. 8 mm. movie on San Francisco cable cars, $1.

(Mr.) KWESI ASAMOWAMAH (age 17), Box 11, Biseasi, via Esiam, Gold Coast, Africa, collects rr. pix, mgs., postage stamps, picture postcards. Seeks pen pals. (Writes English.)

G. BARTH, 540 Alcatraz, Oakland, Calif., will buy pix and floor plans CGW pass eqmt. '32.

FRANK BROSSEAU, 1511 E. Powhatan Ave., Tampa, Fla., will sell negs, elec. lines, most aband.; Railroad Magazine, other rr. mags. Send for list.

DICK BRUNDAGE, Jr., 60 Post St., Yonkers, N. Y., will buy tr. ords., pix, all lines of Joliet, Ill., also NYC 6002, elec. div., emp. tts.

RALPH BUHR, 1051 Arlington Way, Martinez, Calif., will sell steam pix of SP cab-in-fronters, smaller steam power; also pix of WP UP, SN. List and sample, 25c.

H. C. CARPENTER, 3437 Zumstein Ave., Cincinnati, O., sells emp. tts., annual passes, rr. books, maps, Eqmt. Registers, rule books, large steam pix, large glossy wall prints, Railroad Magazine '50 thru '54. List for 6c stamp.

DOUG CUMMINGS, 8070 Oak St., Vancouver, B. C. Canada, has pix and negs of BCE, CPR, CNR, SP, SP&S, NP, UP, AT&SF, J&LI, PGE. List for 3c stamp.

BOB CURRENT, 105 Benton Ave., Station Island, N. Y., will trade tts., emp., tts., Railroad Magazine, Railway Age, transit mags., model mags., cats.

R. D. CURRY, 6426 Warwick, Detroit, Mich., will buy emp. tts., rule books, tr. ord., rr. mags. prior '20.

OWEN DAVIES, 1214 La Salle St., Chicago, Ill., sells rr. literature new and old railbooks. Send for free cat.

JOHN DAVIS, Locke Mills, Maine, sells pc. size steam pix of CNR, GT, 12 for $1. List for 3c stamp. Will buy GT negs, engs. 732, 733, 1601, 1603, 3409, 3706, 5584.

JOAO M. DE MELLO CARDOSO, Caixa Postal 952, c/o Atlantic Refining Co., Sao Paulo, Brazil, will buy Lucius Beebe's book Highliners, good cond., Railroad Magazine May '33, July '47. State prices postpaid. (He writes English.)

D. H. DOLBIER, 439 W. 5th St., Reno, Nev., sells pix SP, UP, WP, CB&Q, V&T. List and sample 10c. Will buy negs; send list.

CHAS. EASTMAN, 123-02 23rd Ave., College Point, N. Y., will buy 35 mm. color slides of Brill trolley such as Baltimore car 5292, So. Shore 1012, steeple cab elec. loco, MU cars.

Capt. ANTIETAM EL CANEY, 4704 Vineta Ave., La Canada, Calif., seling out huge library of railroadiana. Big list for 3c stamp.

BOB EMERICK, 200 S. Terr., Boonton, N. J., wants to contact any Rutland employe, retired or not. Seeks Rutland passes, pix, pegs, tr. ords., emp. tts.

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GRAHAME HARDY, Carson City, Nev., will buy copy of Harry Bedwell's book, The Boomer. He sells railbooks, rr. mags., tts., much railroadiana. Big list free.

WALT HARRIS, 48 W. Elm St., Stockton, Calif., has early Railroad Magazine, Trains, model mags., Baldwin Locos., emp. tts., misc. List for 3c stamp.

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ART. HELMKE, Mansfield Ave., Nyack, N. Y., will buy colored p.c. of early Western transportation, Conestoga wagons, stagecoaches, trains, etc.

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HANS F. KUTSCHBACH, 8 Wundram St., Hannover-Westerfeld, Germany, will correspond with N. American railfans. Wants steam loco pix and rr. books in trade for German pix or other German railroadiana. (He writes English.)

TOM LAWRY, 204 S. Kiwg, Robinson, Ill., will trade tr. ords. of NYC, IC for any other rd. Wants IC ord. form 31.

R. R. LOCKE, 8418 Peoria St., Chicago, Ill., sells hand oil-burning rr. lanterns, $7 ea.

STEVE MAGUIRE, 802 10th Ave., Belmar, N. J., buys, sells, trades 35 mm. color slides WCF&N, CCW, Roch. subway, M&SC, NSTC&T, Chicago, etc. Will sell glass plates CNJ tr. and Mon. Co, El., size 3X5, 15c ea.

R. T. MARONBOT, 55 Buschmann Ave., Haledon, N. J., sells steam pix, many rds. List, sample 10c.

H. C. MASSARA, 1305 Grinnel Rd., Wilmington, Del., wants eqmt. roster, tts., emp. tts., pix of eqmt, trfs., tokens, recollections, etc., of Wilmington city lines.

GEO. MECK, 2482 Thornton Ave., Newark, Calif., wants loco pix of any Western rd., or old logging rd., or n.g. Send list.

BILL MILLSAP, 409 S. Lincoln St., Robinson, Ill., will buy C&EI negs, pix. C&EL fans, please write.

J. F. MONHOFF, 524 E. Marigold St., Altadena, Calif., will sell pix PE, SP, many lumber rds., and short lines.

MYRON NAUMANN, 1533 St., Sheboygan, Wis., will buy Green Bay & Western negs, pix, info., tts., emp. tts., books, maps, rulebooks, tr. ords.

D. W. NEEDHAM, 87 Churchdale Rd., Frecheville, Sheffield, England, wants to hear from North Amer. teen-agers willing to swap info., British and U. S. rrs. Answers all mail.

R. A. PUCHALSKI, 3912 Coolridge Hwy., Royal Oak, Mich., will sell Railroad Magazine Oct. '33, Oct. '35 thru '37, '38 excpt. Oct., all '39 excpt. Apr.; May and June '40.

BILL RADCLIFFE, Box 375, Webster, Mass., will trade size 616 negs. of NH, B&M, CV, Edaville, D&RGW n.g.

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PETE ROEHM, 7022 Flaccus Rd., Pittsburgh, Pa., sells pix of short lines big rds., trolley lines, many small, little-known rds. List and sample 10c. Wants pix, negs. of McKeen motor cars.

P. ROSENAU, 25A Lakeside Apts., Philadelphia, Pa., will buy or trade emp. tts. of Rdg., CNJ, other anthracite rds., before '33.

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R. E. SHIDER, Rte. 1, Box 160, Lathrop, Calif., wants SP steam pix prior '20, esp. 4-4-0, 0-6-0, 2-6-0, 4-8-0. Also SP builders' pix.

BEN SMITH, 265 Tompkins Ave., Brooklyn, N. Y., will sell Railroad Magazine '33 thru '53; Model Railroader '34 thru '54; Trains '41 thru '51, other r.r. mags. Wants old cats., rr. calendars.

JAS. SPINDLER, 410½ Euclid Ave., Elmira, N. Y., will sell Trains, Sept. '47 thru Dec. '55, all good cond., 20c ea.

KEN STEPHANISHIN (age 14), Box 302, Revelstoke, B. C., Canada, wants pic of CPR 5674, CPR tr. ords. Wants to hear from CPR Ogden shopmen and tr. dispatchers.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., will buy pc. size of NYC locos 2-6-0, 2-6-6-2, 2-8-8-2, 0-8-8-0, also all classes of CPR, CNR, NWP, and short lines, all wheel arrangements.

BOB STORTZ, RFD 2, Box 55, Waterford, Wis., will sell pr. Santa Fe steam loco side-lights, also air and pressure gages used in cabs, good cond.; make offer.

BOB WAGNER, 209 E. 66th St., New York, N. Y., will buy paperweight models of locos, Lucius Beebe's book Trains In Transition, Pullman car directories.

JOHN WALLACE, 2151 33rd Ave., San Francisco Calif., wants negs., coior slides, and sound recordings of Western and lumber rds., also S.F. Market St. Ry.

BILL WARDEN, 233 Florence Ave., Waynesboro, Va., will sell steam action pix N&W, PRR, NYC, LIRR, CNR, FEC, Vgn., Erie, others. List for 3c stamp.

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**Dramatic shot of Texas & Pacific No. 719 wheeling a "streak of varnish" near Fort Worth, Texas, in 1945. Photo will be included in *The Age of Steam: A Classic Album of American Railroading*, by Lucius Beebe and Charles Clegg, a de luxe pictorial history now being printed in Holland for publication next year by Rinehart & Company, New York.**

will sell 12 vols. of Car Builders' Cyclo., '16 thru '54. Will sell as a unit only, $230.

H. WEISSENFLUH, 6012 Estelle St., San Diego, Calif., wants info. on Mexican rds., rr. mags., back issues on rail travel history.

E. WHITE, Box 2341, RR 4, Victoria, B.C., Canada, will buy or trade 5X7 pix C&O 1617, GB&S 403, Milw. 903, NYC 1572, Milw. 204.

GEO. WHITE, 76 Passaic St., Trenton, N. J., will buy any size pix of Atlantic City trolleys. Has few pix taken on last day, to trade.

JIM WINDMEIER, 2358 N Milwaukee Ave., Chicago, Ill., will buy pix of C&A engs., structures, rolling stock, literature, tts., emp. tts. State price in first letter.

ANDREW WITTENBORN, 109 Edgemont Rd., Scarsdale, N. Y., will sell pix EBT, D&RGW, negs. of NYC, PRR, N&W, B&O, short lines; '13, '14, '15 Off. Guides, good cond. Railroad Magazine '33 thru '39, '41, '42, '50, '52. Make offers.

ED. WULF, 308 Edwardsville Rd., Wood River, Ill., buys 35 mm. color slides steam only, all rds.

## MODEL TRADING POST

JERRY BUSH, Box 794, Wauchula, Fla., will sell Varney train set, practically new, incldS. 2-unit diesel, 9 cars, power pack, 22 secs. track $45.

BOB CURRENT, 105 Benton Ave., Staten Island, N. Y., will buy 0 gage 2-8-0, any cond.

CARROLL GUSTAVSON, 3338 King St., Omaha, Neb., wants pen pals, esp. HO gage fans.

C. KOWAL, DDS 2743 W. 55th St., Chicago, Ill., will trade or sell Ives cats. '15, '16 for Lionel cats.

BEN SMITH, 265 Tompkins Ave., Brooklyn, N. Y., offers Lionel 072 2-r 763E Hudson, Pennsy 0-6-0 711 tubular r.c. elec sw., gage engs., etc. Wants old toy trains, cast-iron toys. Write for details.

BILL SMITH, 505 E. Hamilton, Allenton, Pa., will sell 2 Mt-14 ohmite rheostates, $4500 ea.; Mantua shark-nose diesel, $11.50; flash soldering gun, $2.50.

JAS. WALKER, 334 N. Harrison St., Knightstown, Ind., will sell Marx 999 frt tr. complete, good cond., $10. Answers all mail.

## STEAM POWER

THE FOLLOWING list has been compiled by information sent us by Doug Cummings, Ross Moorhead, Dennis Gary, and Dallas Nelson. Previous lists have been appearing in *Railroad Magazine* since Jan. '55. We cannot, of course, guarantee their accuracy. Canadian National at Vancouver, B.C., has 4-8-2's 0-6-0's, 2-8-2's 2-8-0's 4-6-0's 4-6-2's.

Canadian Pacific, same place, has 2-8-0's, 2-8-2's, 2-10-0's, 4-6-0's, 4-6-2's, 4-6-4's. At Revelstoke, B.C., Canada, 2-10-4's, 2-10-2's, and 4-8-4's.

Chicago & North Western the following steam locos after dieselization: 578, 597, 598, 607, 610, 614, 640, 658, 2223, 4004, 4006, 4008, 4009, 2113, 2119, 2142, 2124, 2151, 2160, 2613, 2623, 2634, 175, 289, 444, 488, 1151, 1383, 1385, 1387, 1395, 416, 417, 421, 440, 246, 61, 63, 64 and 67.

Nickel Plate and Baltimore & Ohio at Findlay, O., are still using much steam power and have some sleek designs in operations. Good opportunity for taking pix.

Pennsy at Columbus, O., is running 12 AT&SF 2-10-4's including 5013, 5016, 5026, and 5034.

Pittsburgh & Lake Erie at Youngston, O., has twenty 0-8-0's stored. At McKee Rocks, Pa., three 0-8-0's stored: 791, 8030, and 8043.

Southern Pacific at San Francisco, Bay area, has 4-8-8-2's, 2-10-2's, 4-10-2's. ●

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| Niacin Amide | 40 mg. |
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| Folic Acid | 0.5 mg. |
| Calcium | 75 mg. |
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| Copper | 0.45 mg. |
| Manganese | 0.5 mg. |
| Molybdenum | 0.1 mg. |
| Iodine | 0.075 mg. |
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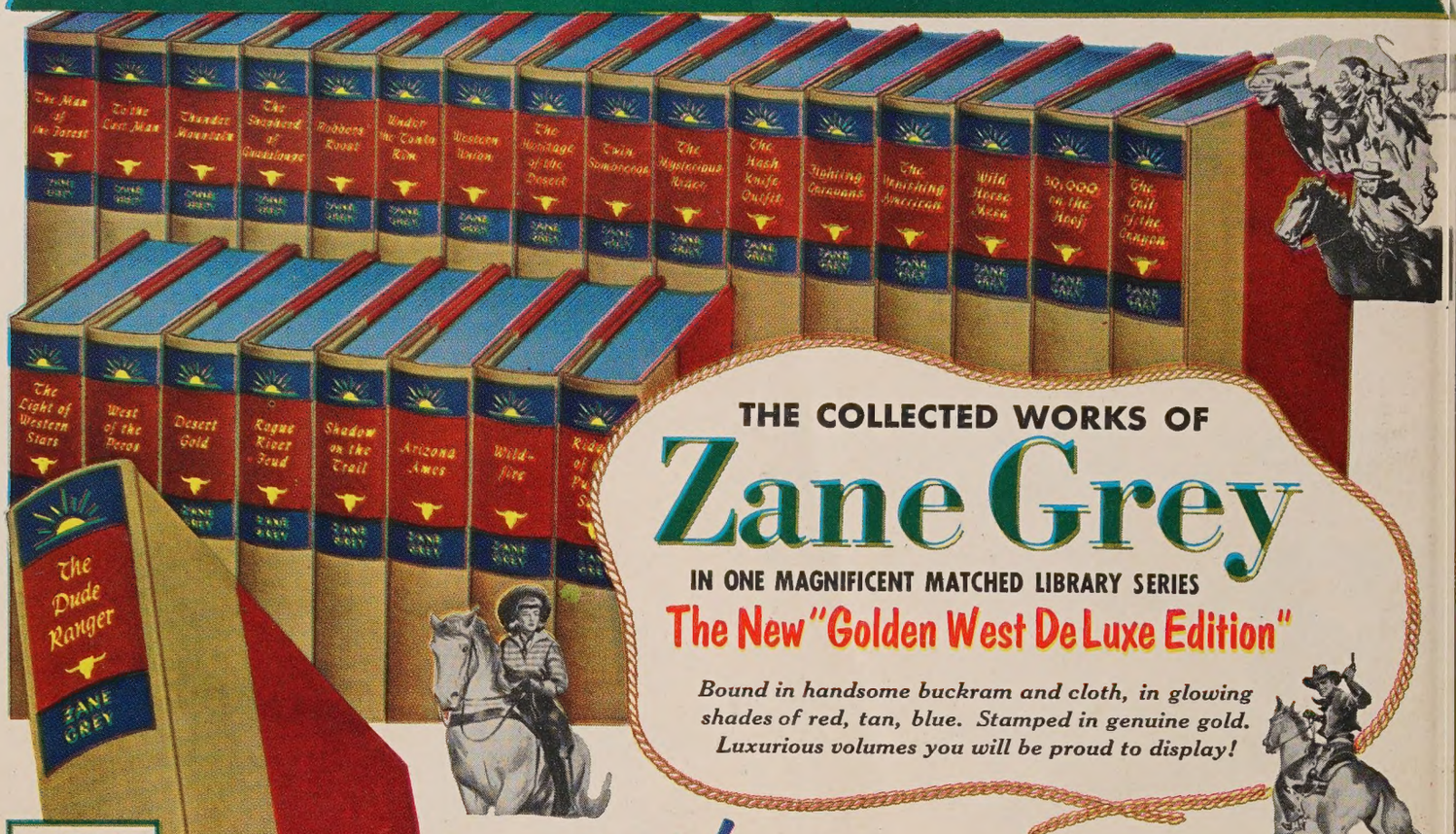


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